SAN FRANCISCO
PLANNING DEPARTMENT

Notice of Availability of and Intent to Adopt a Mitigated Negative Declaration

1650 Mission St.
Suite 400
San Francisco,
CA 94103-2479

Reception:
415.558.6378

Fax:
415.558.6409

Planning
Information:
415.558.6377

Date:	October 7, 2009
Case No.:	**2008.0680E**
Project Title:	Port Prop A Open Space Improvements
Zoning:	various
Block/Lot:	various
Staff Contact:	Don Lewis, (415) 575-9095, don.lewis@sfgov.org

To Whom It May Concern:

This notice is to inform you of the availability of the environmental review document concerning the proposed project as described below. The document is a Preliminary Mitigated Negative Declaration, containing information about the possible environmental effects of the proposed project. The Preliminary Mitigated Negative Declaration documents the determination of the Planning Department that the proposed project could not have a significant adverse effect on the environment. Preparation of a Mitigated Negative Declaration does not indicate a decision by the City to carry out or not to carry out the proposed project.

Project Description: In February 2008, San Francisco voters approved the Proposition A Clean and Safe Parks Measure, which provided $185 million in City General Fund Bond funding for specified types of public park projects to be carried out by the San Francisco Recreation and Parks Department or the Port of San Francisco. The proposed projects are specified waterfront public open space projects included in Proposition A, described below, which are the implementation responsibility of the Port of San Francisco.

1) Pier 43 Bay Trail Promenade: The project proposes the removal of condemned, dilapidated, pile-supported Pier 43-1/2, the demolition of a former parking lot, located northward of The Embarcadero, between historic Pier 43 Arch and Pier 45 in the Fisherman's Wharf area, and the construction of an approximately 25-foot-wide, 800-foot-long public access promenade adjacent to The Embarcadero. The new promenade provide approximately 36,000 square feet of public access and open space, and a 11,000-square-foot pedestrian walkway. The project would remove approximately 630 deteriorated, wooden piles. Construction would require a new pile foundation to support the new promenade and to stabilize the seawall edge. The promenade would be improved with new pavement, lighting, and street furniture. The existing sidewalk and pedestrian sidewalk area west of the Franciscan Restaurant to Pier 45 would be repaired and resurfaced to complement the new promenade, and maintenance and repairs to the existing public access point extending into the bay, northwest of the Franciscan Restaurant would be conducted. The project site is located in a C-2 (Community Business) zoning district.

2) Bayfront Park: The project proposes to repair the shoreline edge of Bayfront Park, which is located south of China Basin Channel between Mission Rock and Mariposa Streets within the Mission Bay neighborhood. Most of Bayfront Park is included in the approved Mission Bay South Redevelopment Plan; however, the shoreline edge is not as it is still under Port jurisdiction. Improvements would include repairs to the riprap embankment and related upland repairs, extending approximately 1,000 linear feet along the shoreline. The proposed improvements that are a necessary prerequisite to the development of

Bayfront Park would involve the removal of dilapidated wharves and the placement of additional riprap and soil to repair and re-stabilize the shoreline. The project requires replacement of 15,000 square feet of riprap and evening out existing fill materials to establish a stable shoreline slope. The project site is located in an M-2 (Heavy Industrial) zoning district.

3) Blue Greenway Improvements: Blue Greenway is the name given to a program of public open space and access improvements along the San Francisco Bay Trail in the southeastern area of the City from China Basin Channel to the San Francisco County Line. The objectives are to integrate access and recreational opportunities from the land and water. The Blue Greenway improvements for Islais Creek and Warm Water Cove are described below.

> ***Islais Creek:*** The Port has identified three possible locations for expanding public access along the north and south sides of Islais Creek: (1) The Pier 80 shoreline, located on the north side of Islais Creek, east of the Illinois Street Rail and Vehicle Bridge, just outside the Pier 80 cargo terminal, is an undeveloped, approximately 23,000-square-foot area of fill, which would be landscaped with native plants to create habitat for wildlife; (2) The Tennessee/Third Street Connection, an approximately 200-linear-foot segment that runs parallel to the north shoreline of Islais Creek, immediately west of the Third Street Bridge, extending to Tennessee Street, would provide the remaining link necessary to allow pedestrian access from Third Street to the west end of Islais Creek, along its northern shore; and (3)The Illinois/Third Street Connection, located on the south side of Islais Creek, between the Third Street and Illinois Street Bridge, is an approximately 170-linear-foot edge of Pier 90 which is under consideration for repair/reconstruction to create a pedestrian connection. In addition, the removal of approximately 100 dilapidated, wooden piles and wharf remnants are included in the Islais Creek project component. The project site is located in an M-2 (Heavy Industrial) zoning district.
>
> ***Warm Water Cove:*** Warm Water Cove is approximately 100,000 square feet of existing waterfront open space within the Central Waterfront, starting from the east end of 24th Street extending to the Bay and south for approximately 100 feet along the Bay shoreline to a point that is just north of the terminus of 25th Street. The proposed improvements include creating an expanded shoreline park area of approximately three acres, extending from the current southern end of Warm Water Cove. The new park area would follow along the shoreline, which extends eastward on Port property. The park expansion area is located north of the Port's Pier 80 Cargo Terminal, and east of the Muni Metro Maintenance Facility, which fronts on Illinois and 25th Streets. The proposed improvements would also consist of replacing landscaping and furniture equipment. The shoreline of the existing and expanded park area is and would continue to be a natural banked slope to the Bay, protected where required by riprap to control against erosion. The project site is located in an M-2 (Heavy Industrial) zoning district.

If you would like a copy of the Preliminary Mitigated Negative Declaration or have questions concerning environmental review of the proposed project, contact the Planning Department staff contact listed above.

Within 20 calendar days following publication of the Preliminary Mitigated Negative Declaration (i.e., by close of business on October 27, 2009) any person may:

1) Review the Preliminary Mitigated Negative Declaration as an informational item and take no action.
2) Make recommendations for amending the text of the document. The text of the Preliminary Mitigated Negative Declaration may be amended to clarify or correct statements and/or expanded to include additional relevant issues or cover issues in greater depth. One may recommend amending the text without the appeal described below. -OR-
3) Appeal the determination of no significant effect on the environment to the Planning Commission in a letter which specifies the grounds for such appeal, accompanied by a check for $500 payable to the San Francisco Planning Department.[1] An appeal requires the Planning Commission to determine whether or not an Environmental Impact Report must be prepared based upon whether or not the proposed project could cause a substantial adverse change in the environment. Send the appeal letter to the Planning Department, Attention: Bill Wycko, 1650 Mission Street, Suite 400, San Francisco, CA 94103. **The letter must be accompanied by a check in the amount of $500.00 payable to the San Francisco Planning Department, and must be received by 5:00 p.m. on October 27, 2009.** The appeal letter and check may also be presented in person at the Planning Information Counter on the first floor at 1660 Mission Street, San Francisco.

In the absence of an appeal, the Mitigated Negative Declaration shall be made final, subject to necessary modifications, after 20 days from the date of publication of the Preliminary Mitigated Negative Declaration.

[1] Upon review by the Planning Department, the appeal fee may be reimbursed for neighborhood organizations that have been in existence for a minimum of 24 months.

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SAN FRANCISCO
PLANNING DEPARTMENT

Preliminary Mitigated Negative Declaration

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Date:	October 7, 2009
Case No.:	**2008.0680E**
Project Title:	**Port Prop A Open Space Improvements**
Zoning:	various
Block/Lot:	various
Lot Size:	various
Project Sponsor	Diane Oshima, Port of San Francisco, (415) 274-0553
Lead Agency:	San Francisco Planning Department
Staff Contact:	Don Lewis, (415) 575-9095, don.lewis@sfgov.org

PROJECT DESCRIPTION:

In February 2008, San Francisco voters approved the Proposition A Clean and Safe Parks Measure, which provided $185 million in City General Fund Bond funding for specified types of public park projects to be carried out by the San Francisco Recreation and Parks Department or the Port of San Francisco. The proposed projects are specified waterfront public open space projects included in Proposition A, described below, which are the implementation responsibility of the Port of San Francisco.

1) Pier 43 Bay Trail Promenade: The project proposes the removal of condemned, dilapidated, pile-supported Pier 43-1/2, the demolition of a former parking lot, located northward of The Embarcadero, between historic Pier 43 Arch and Pier 45 in the Fisherman's Wharf area, and the construction of an approximately 25-foot-wide, 800-foot-long public access promenade adjacent to The Embarcadero. The new promenade provide approximately 36,000 square feet of public access and open space, and a 11,000-square-foot pedestrian walkway. The project would remove approximately 630 deteriorated, wooden piles. Construction would require a new pile foundation to support the new promenade and to stabilize the seawall edge. The promenade would be improved with new pavement, lighting, and street furniture. The existing sidewalk and pedestrian sidewalk area west of the Franciscan Restaurant to Pier 45 would be repaired and resurfaced to complement the new promenade, and maintenance and repairs to the existing public access point extending into the bay, northwest of the Franciscan Restaurant would be conducted. The project site is located in a C-2 (Community Business) zoning district.

2) Bayfront Park: The project proposes to repair the shoreline edge of Bayfront Park, which is located south of China Basin Channel between Mission Rock and Mariposa Streets within the Mission Bay neighborhood. Most of Bayfront Park is included in the approved Mission Bay South Redevelopment Plan; however, the shoreline edge is not as it is still under Port jurisdiction. Improvements would include repairs to the riprap embankment and related upland repairs, extending approximately 1,000 linear feet along the shoreline. The proposed improvements that are a necessary prerequisite to the development of Bayfront Park would involve the removal of dilapidated wharves and the placement of additional riprap and soil to repair and re-stabilize the shoreline. The project requires replacement of 15,000 square feet of riprap and evening out existing fill materials to establish a stable shoreline slope. The project site is located in an M-2 (Heavy Industrial) zoning district.

3) Blue Greenway Improvements: Blue Greenway is the name given to a program of public open space and access improvements along the San Francisco Bay Trail in the southeastern area of the City from

China Basin Channel to the San Francisco County Line. The objectives are to integrate access and recreational opportunities from the land and water. The Blue Greenway improvements for Islais Creek and Warm Water Cove are described below.

Islais Creek: The Port has identified three possible locations for expanding public access along the north and south sides of Islais Creek: (1) The Pier 80 shoreline, located on the north side of Islais Creek, east of the Illinois Street Rail and Vehicle Bridge, just outside the Pier 80 cargo terminal, is an undeveloped, approximately 23,000-square-foot area of fill, which would be landscaped with native plants to create habitat for wildlife; (2) The Tennessee/Third Street Connection, an approximately 200-linear-foot segment that runs parallel to the north shoreline of Islais Creek, immediately west of the Third Street Bridge, extending to Tennessee Street, would provide the remaining link necessary to allow pedestrian access from Third Street to the west end of Islais Creek, along its northern shore; and (3)The Illinois/Third Street Connection, located on the south side of Islais Creek, between the Third Street and Illinois Street Bridge, is an approximately 170-linear-foot edge of Pier 90 which is under consideration for repair/reconstruction to create a pedestrian connection. In addition, the removal of approximately 100 dilapidated, wooden piles and wharf remnants are included in the Islais Creek project component. The project site is located in an M-2 (Heavy Industrial) zoning district.

Warm Water Cove: Warm Water Cove is approximately 100,000 square feet of existing waterfront open space within the Central Waterfront, starting from the east end of 24th Street extending to the Bay and south for approximately 100 feet along the Bay shoreline to a point that is just north of the terminus of 25th Street. The proposed improvements include creating an expanded shoreline park area of approximately three acres, extending from the current southern end of Warm Water Cove. The new park area would follow along the shoreline, which extends eastward on Port property. The park expansion area is located north of the Port's Pier 80 Cargo Terminal, and east of the Muni Metro Maintenance Facility, which fronts on Illinois and 25th Streets. The proposed improvements would also consist of replacing landscaping and furniture equipment. The shoreline of the existing and expanded park area is and would continue to be a natural banked slope to the Bay, protected where required by riprap to control against erosion. The project site is located in an M-2 (Heavy Industrial) zoning district.

FINDING:

This project could not have a significant effect on the environment. This finding is based upon the criteria of the Guidelines of the State Secretary for Resources, Sections 15064 (Determining Significant Effect), 15065 (Mandatory Findings of Significance), and 15070 (Decision to prepare a Negative Declaration), and the following reasons as documented in the Initial Evaluation (Initial Study) for the project, which is attached.

Mitigation measures are included in this project to avoid potentially significant effects. See page 83.

cc: Diane Oshima, Project Sponsor; Mark Luellen, NE Quadrant; Julian Banales, SE Quadrant; Supervisor David Chiu, District 3; Supervisor Sophie Maxwell, District 10; Supervisor Chris Daly, District 6; Planning Commission; Bulletin Board; Master Decision File; Distribution List

INITIAL STUDY
2008.0680E – Port of San Francisco Proposition A Waterfront Open Space Improvements

A. PROJECT DESCRIPTION

Background

In February 2008, San Francisco voters approved the Proposition A Clean and Safe Parks Measure, which provided $185 million in City General Fund Bond funding for specified types of public park projects to be carried out by the San Francisco Recreation and Parks Department or the Port of San Francisco. The proposed project that is the subject of this environmental evaluation are specified waterfront public open space projects included in Proposition A, described below, which are the implementation responsibility of the Port of San Francisco.

Project Location and Site Characteristics

1) Pier 43 Bay Trail Promenade (Figure 2): The project proposes the removal of condemned, dilapidated, pile-supported Pier 43-1/2, the demolition of a former parking lot, located northward of The Embarcadero, between historic Pier 43 Arch and Pier 45 in the Fisherman's Wharf area, and the construction of an approximately 25-foot-wide, 800-foot-long public access promenade adjacent to The Embarcadero. The new promenade would be cantilevered over San Francisco Bay, providing approximately 36,000 square feet of public access and open space, and an 11,000-square-foot pedestrian walkway. The project would result in a reduction of Bay fill of approximately 57,000 square feet, and the removal of approximately 630 deteriorated, wooden piles. Construction would require a new pile foundation to support the new promenade and to stabilize the seawall edge. The promenade would be improved with new pavement, lighting, and street furniture (e.g. benches, trash/recycling cans and decorative features) to create an attractive public space within Fisherman's Wharf. The existing sidewalk and pedestrian sidewalk area west of the Franciscan Restaurant to Pier 45 would be repaired and resurfaced to complement the new promenade structure, and maintenance and repairs to the existing public access point extending into the bay, northwest of the Franciscan Restaurant would be conducted. Proposition A funding for this open space project is $7.8 million and construction would take about 80 days.

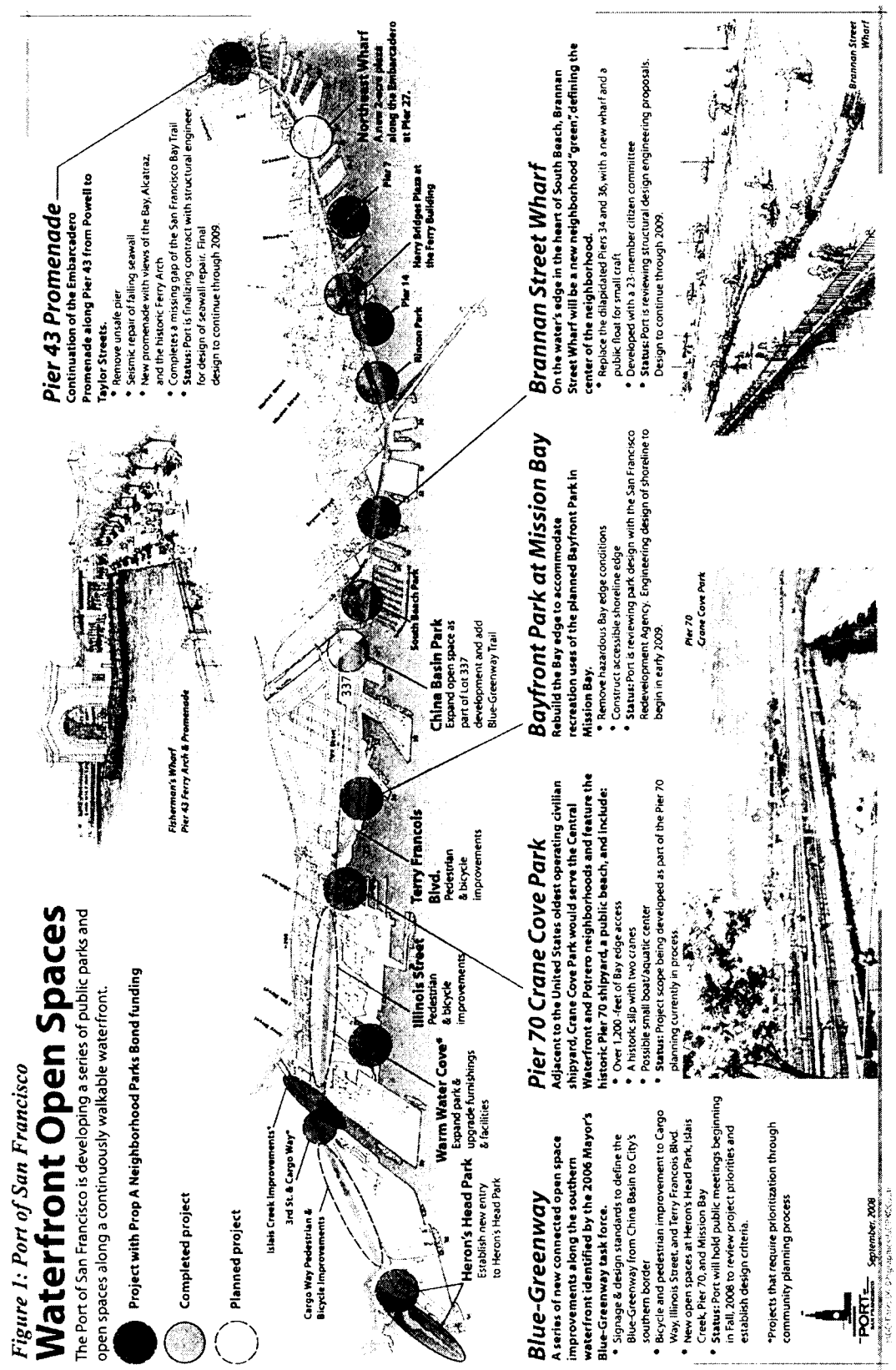
Figure 1: Port of San Francisco
Waterfront Open Spaces
The Port of San Francisco is developing a series of public parks and open spaces along a continuously walkable waterfront.
Project with Prop A Neighborhood Parks Bond funding
Completed project
Planned project
Pier 43 Promenade
Continuation of the Embarcadero Promenade along Pier 43 from Powell to Taylor Streets.
• Remove unsafe pier
• Seismic repair of failing seawall
• New promenade with views of the Bay, Alcatraz, and the historic Ferry Arch
• Completes a missing gap of the San Francisco Bay Trail
• Status: Port is finalizing contract with structural engineer for design of seawall repair. Final design to continue through 2009.
Fisherman's Wharf
Pier 43 Ferry Arch & Promenade
Northeast Wharf
A new 2-acre plaza along the Embarcadero at Pier 27.
Pier 7
Pier 14
Rincon Park
Harry Bridges Plaza at the Ferry Building
South Beach Park
China Basin Park
Expand open space as part of Lot 337 development and add Blue-Greenway Trail
Terry Francois Blvd.
Pedestrian & bicycle improvements
Illinois Street
Pedestrian & bicycle improvements
Warm Water Cove*
Expand park & upgrade furnishings & facilities
Islais Creek Improvements*
3rd St. & Cargo Way*
Cargo Way Pedestrian & Bicycle Improvements
Heron's Head Park
Establish new entry to Heron's Head Park
Blue-Greenway
A series of new connected open space improvements along the southern waterfront identified by the 2006 Mayor's Blue-Greenway task force.
• Signage & design standards to define the Blue-Greenway from China Basin to City's southern border
• Bicycle and pedestrian improvement to Cargo Way, Illinois Street, and Terry Francois Blvd.
• New open spaces at Heron's Head Park, Islais Creek, Pier 70, and Mission Bay
• Status: Port will hold public meetings beginning in Fall, 2008 to review project priorities and establish design criteria.
*Projects that require prioritization through community planning process
Pier 70 Crane Cove Park
Adjacent to the United States oldest operating civilian shipyard, Crane Cove Park would serve the Central Waterfront and Potrero neighborhoods and feature the historic Pier 70 shipyard, a public beach, and include:
• Over 1,200 -feet of Bay edge access
• A historic slip with two cranes
• Possible small boat/aquatic center
• Status: Project scope being developed as part of the Pier 70 planning currently in process.
Pier 70
Crane Cove Park
Bayfront Park at Mission Bay
Rebuild the Bay edge to accommodate recreation uses of the planned Bayfront Park in Mission Bay.
• Remove hazardous Bay edge conditions
• Construct accessible shoreline edge
• Status: Port is reviewing park design with the San Francisco Redevelopment Agency. Engineering design of shoreline to begin in early 2009.
Brannan Street Wharf
On the water's edge in the heart of South Beach, Brannan Street Wharf will be a new neighborhood "green", defining the center of the neighborhood.
• Replace the dilapidated Piers 34 and 36, with a new wharf and a public float for small craft
• Developed with a 23-member citizen committee
• Status: Port is reviewing structural design engineering proposals. Design to continue through 2009.
Brannan Street Wharf
PORT
September, 2008

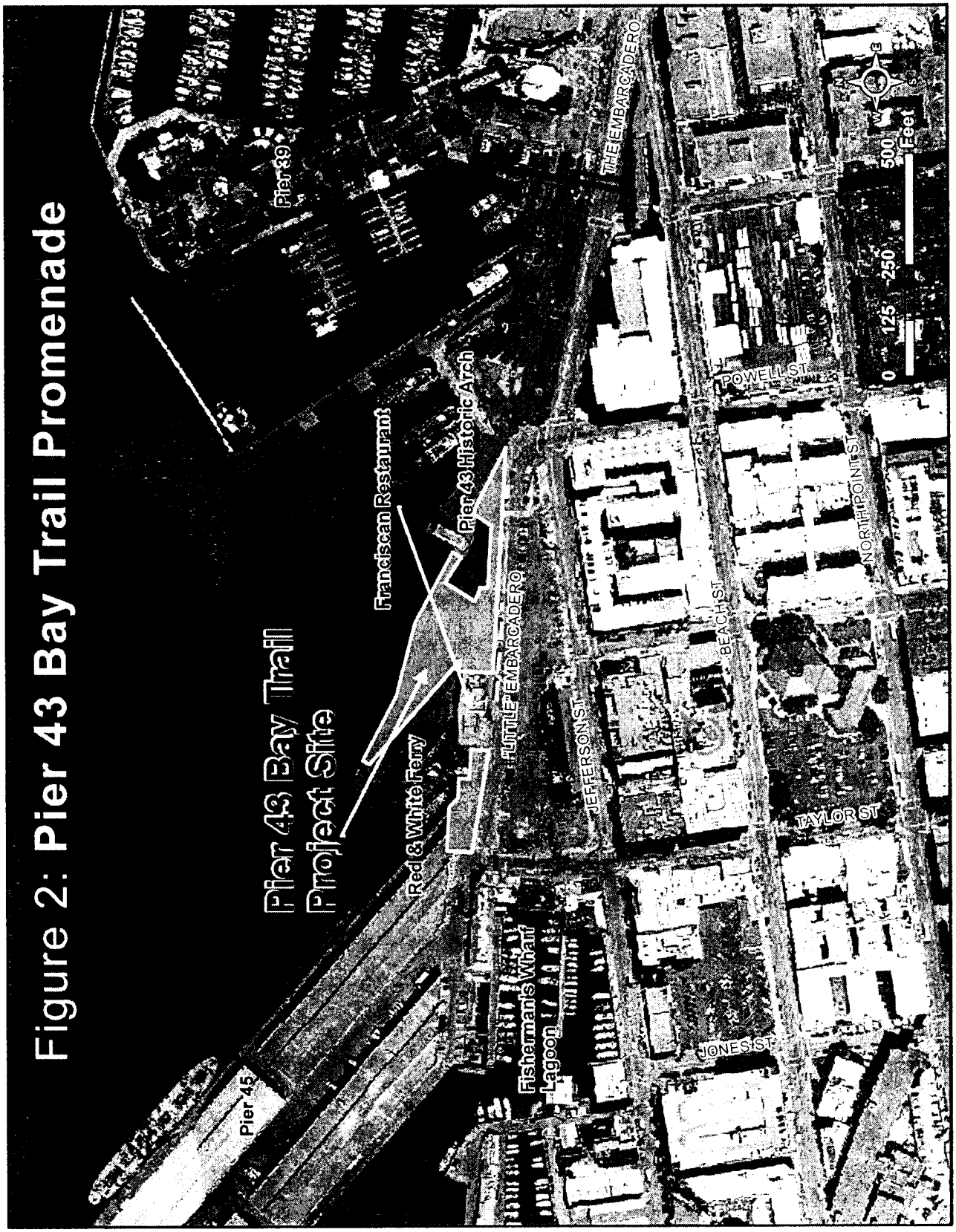
Figure 2: Pier 43 Bay Trail Promenade
Pier 43 Bay Trail Project Site
Pier 39
Pier 45
Franciscan Restaurant
Pier 43 Historic Arch
Red & White Ferry
Fisherman's Wharf Lagoon
THE EMBARCADERO
LITTLE EMBARCADERO
JEFFERSON ST
BEACH ST
POWELL ST
NORTH POINT ST
TAYLOR ST
JONES ST
0 125 250 500 Feet

2) Bayfront Park (Figure 3): The project proposes to repair the shoreline edge of Bayfront Park, which is located south of China Basin Channel between Mission Rock and Mariposa Streets within the Mission Bay neighborhood. Most of Bayfront Park is included in the approved Mission Bay South Redevelopment Plan; however, the shoreline edge is not as it is still under Port jurisdiction. Bayfront Park improvements would include repairs to the riprap embankment and related upland repairs, extending approximately 1,000 linear feet along the shoreline. This shoreline edge currently contains riprap and dilapidated wharves, which have failed in certain areas. The proposed improvements that are a necessary prerequisite to the development of Bayfront Park would involve the removal of dilapidated wharves and the placement of additional riprap and soil to repair and re-stabilize the shoreline. The project requires replacement of 15,000 square feet of riprap and evening out existing fill materials to establish a stable shoreline slope. Once the new riprap is installed, maintenance of the shoreline would be minimal and of the responsibility of the San Francisco Redevelopment Agency and Mission Bay development partners. No pile driving is proposed for this shoreline work. The Prop A funding for this open space project is $3 million and construction would take approximately two to three months.

3) Blue Greenway Improvements (Figures 4 and 5): Blue Greenway is the name given to a program of public open space and access improvements along the San Francisco Bay Trail in the southeastern area of the City from China Basin Channel to the San Francisco County Line. The objectives are to integrate access and recreational opportunities from the land and water, to convey an identifiable Blue Greenway theme through signage, furniture and other types of installations for public open space use and enjoyment, and to meet high standards of sustainability. In addition to Bayfront Park shoreline, Pier 70 Crane Cove Park, Warm Water Cove, Islais Creek, and Heron's Head Park are candidate sites for $ 21.5 million in Proposition A funding to carry out Blue Greenway improvements on Port lands. The Port is addressing possible open space improvements at Pier 70 Crane Cove Park and Heron's Head Park separately, which are not included in this application.[1] The Blue Greenway open space projects for Islais Creek and Warm Water Cove are described below.

[1] Currently, the Port is developing a Pier 70 Preferred Master Plan, which will incorporate proposals for Crane Cover Park and/or other public open spaces. Those open space concepts have not yet been adequately defined, and will be subject to separate CEQA environmental review. Heron's Head Park is an existing public park and environmental education center, which is proposed for further improvement through the development of a new entrance plaza. This project received a CEQA categorical exemption determination in July 2008.

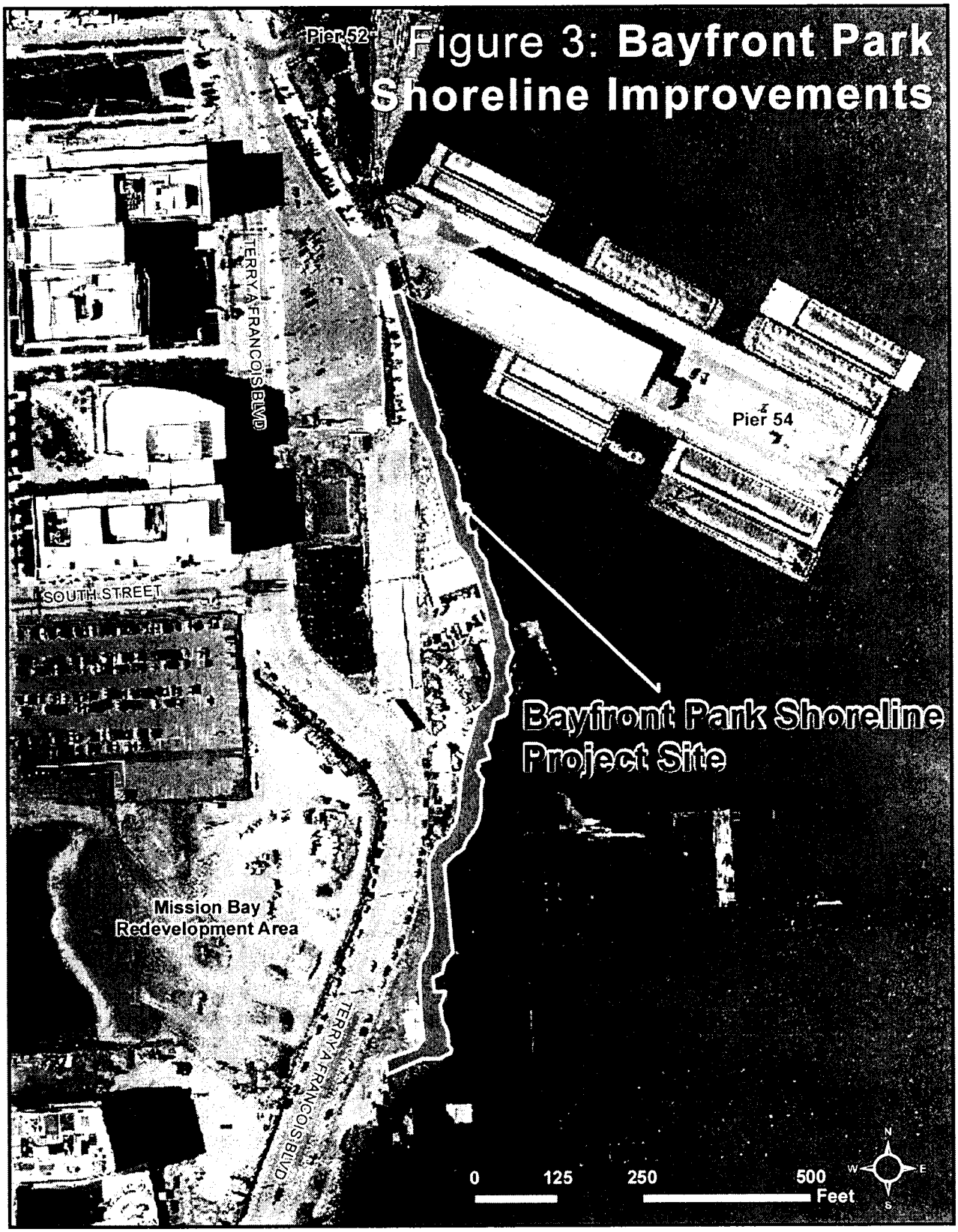
Figure 3: Bayfront Park Shoreline Improvements
Pier 52
TERRY A FRANCOIS BLVD
Pier 54
SOUTH STREET
Bayfront Park Shoreline Project Site
Mission Bay Redevelopment Area
TERRY A FRANCOIS BLVD
0
125
250
500
Feet
N
W
E
S

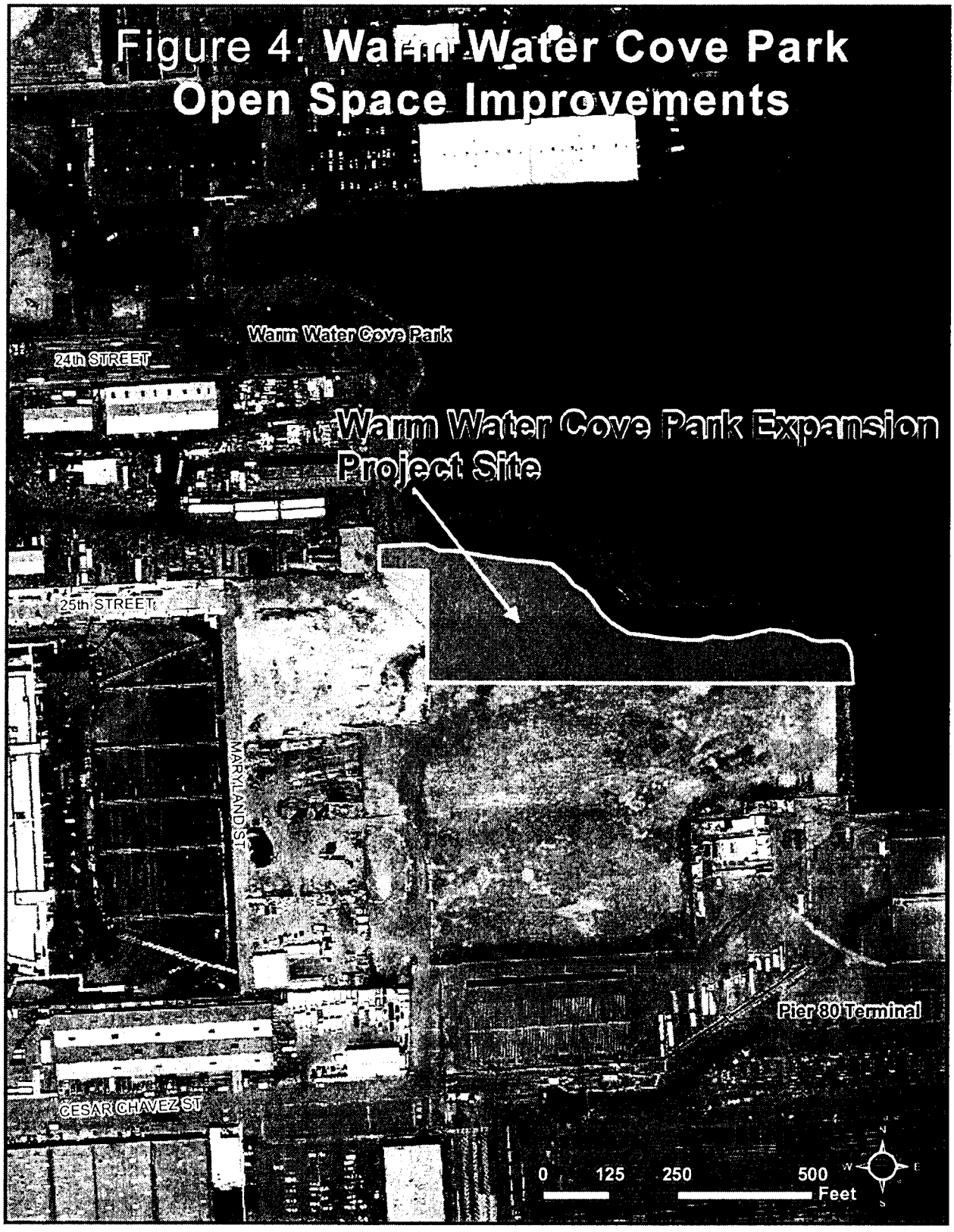
Figure 4: Warm Water Cove Park Open Space Improvements
Warm Water Cove Park
24th STREET
Warm Water Cove Park Expansion Project Site
25th STREET
MARYLAND ST
Pier 80 Terminal
CESAR CHAVEZ ST
0
125
250
500
Feet
N
W
E
S

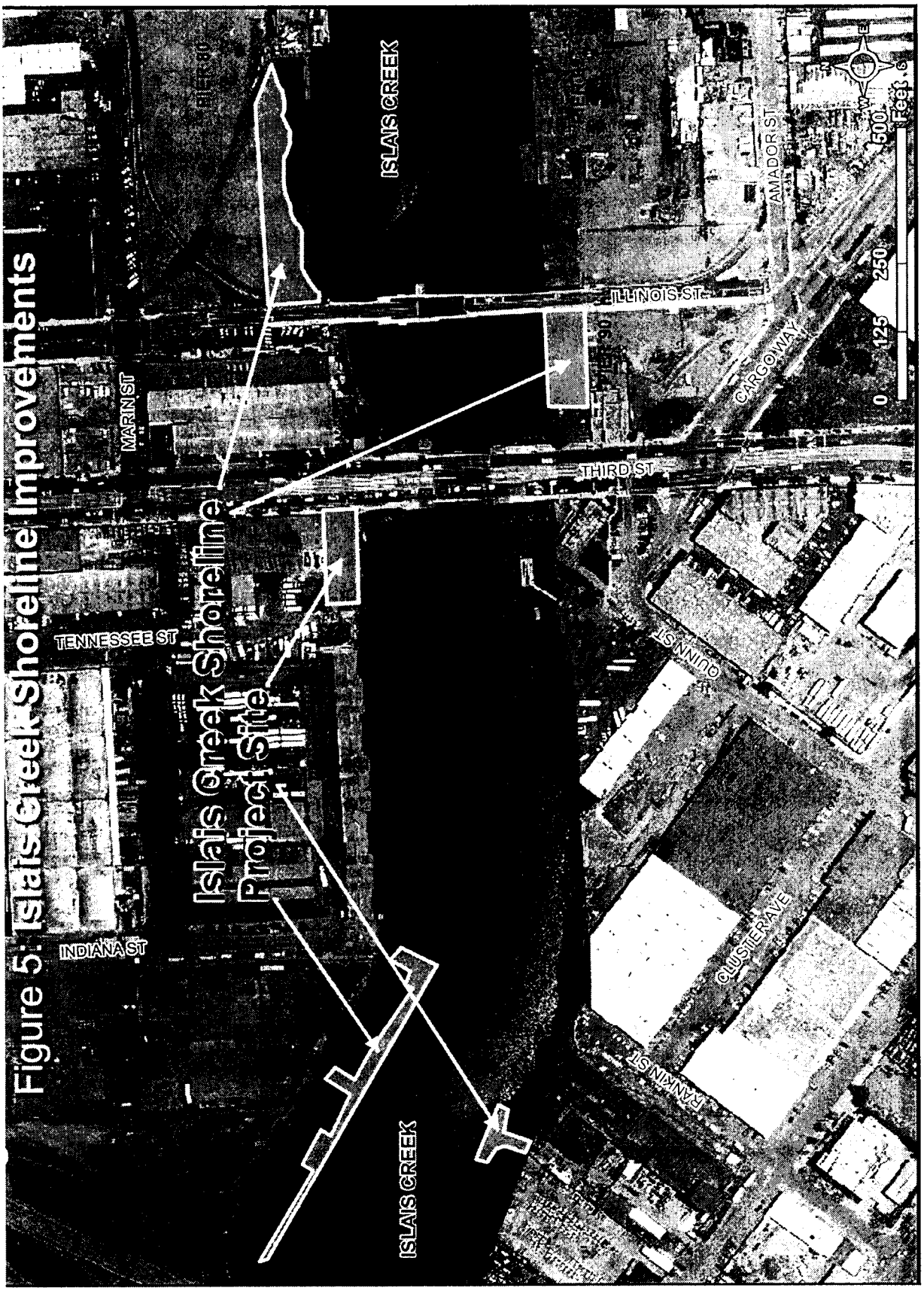
Figure 5: Islais Creek Shoreline Improvements
Islais Creek Shoreline Project Site
ISLAIS CREEK
ISLAIS CREEK
MARIN ST
TENNESSEE ST
INDIANA ST
ILLINOIS ST
THIRD ST
CARGOWAY
AMADOR ST
QUINN ST
CLUSTER AVE
RANKIN ST
0 125 250 500
Feet

The Port will be conducting a process to solicit community comments to further define the scope of these possible improvements and will work with the community to prioritize Blue Greenway open space improvements in the Southern Waterfront. In addition, the Port will work with DPW to develop better cost estimates and will work with the community to define the type and quality of public installations, such as street furniture, lighting, and signage to ensure a cohesive design and identity for the Blue Greenway.

Islais Creek

The Port has identified three possible locations (Pier 80 shoreline, Tennessee/Third Street Connections, and Illinois/Third Street Connections) for expanding public access along the north and south sides of Islais Creek which are discussed below.

The Pier 80 shoreline is located on the north side of Islais Creek, east of the Illinois Street Rail and Vehicle Bridge, just outside the Pier 80 cargo terminal. Pier 80 shoreline is an undeveloped, approximately 23,000-square-foot area of fill, which would be landscaped with native plants to create habitat for wildlife. The improvements would also include maintenance access for the San Francisco Municipal Transportation Agency (MTA) and Public Utilities Commission (PUC) to support underground utility and infrastructure systems for the City's wastewater system and Third Street Light Rail system. The project would not involve pile driving or alteration to the existing shoreline, and the landscaping installation would take approximately one month.

The Tennessee/Third Street Connection is an approximately 200-linear-foot segment that runs parallel to the north shoreline of Islais Creek, immediately west of the Third Street Bridge, extending to Tennessee Street. From Tennessee Street west to Indiana Street, there is an existing public access promenade which was constructed by the PUC. MTA would construct additional public access immediately west of PUC's existing promenade along the northern Islais Creek shoreline. The Tennessee/Third Street Connection would provide the remaining link necessary to allow pedestrian access from Third Street to the west end of Islais Creek, along its northern shore. The proposed pedestrian access structure would require pile driving. The Port would work with DPW to conduct site engineering and cost estimates to determine the platform area and the number of piles required.

For purposes of this environmental evaluation, it is assumed that up to 40 piles could be required. The project would install two street lights, and construction would take approximately six to eight months.

The Illinois/Third Street Connection is located on the south side of Islais Creek, between the Third Street and Illinois Street Bridge. At this location there is an approximately 170-linear-foot edge of Pier 90 which is under consideration for repair/reconstruction to create a pedestrian connection. The Port and DPW would assess the condition and structural requirements for creating such access, which may require pile driving. This environmental evaluation assumes a 2,600-square-foot pedestrian platform to be supported by up to 35 piles. The project would also install two street lights, and construction is anticipated to take about 80 days.

In addition, the Islais Creek project component also includes the removal of approximately 100 dilapidated, wooden piles and wharf remnants. Islais Creek has scattered remnants of pile-supported structures and wharves in an advanced state of deterioration, which are unsightly and present navigational hazards as structural members break off and are released into the Bay. The removal of some or all of this material, which lies within an approximately 32,000 square feet of water area, is expected to take about two months. This component is under consideration for Proposition A funding.

Warm Water Cove

Warm Water Cove is approximately 100,000 square feet of existing waterfront open space within the Central Waterfront, starting from the east end of 24th Street extending to the Bay and south for approximately 100 feet along the Bay shoreline to a point that is just north of the terminus of 25th Street. The proposed improvements include creating an expanded shoreline park area of approximately three acres, extending from the current southern end of Warm Water Cove. The new park area would follow along the shoreline, which extends eastward on Port property that formerly was owned by Western Pacific Railroad. The park expansion area is located north of the Port's Pier 80 Cargo Terminal, and east of the Muni Metro Maintenance Facility, which fronts on Illinois and 25th Streets. The proposed improvements would also consist of replacing landscaping and furniture equipment, including about ten new street lights. The project does not require demolition or construction.

The shoreline of the existing and expanded park area is and would continue to be a natural banked slope to the Bay, protected where required by riprap to control against erosion. Specifics about the vegetation and landscaping improvements for the existing and expanded park areas would be the

subject of public discussions as part of the community meetings to develop the Blue Greenway Design Guidelines. However, vegetation and other improvements would also be designed to function as a natural-based stormwater management system to filter contaminants from urban runoff from adjacent parcels before flowing into the Bay.

B. PROJECT SETTING

The project settings for the proposed waterfront open spaces are varied, reflecting the diverse districts and neighborhoods that interface with Port property. Figure 1 illustrates the general location of the proposed waterfront open space improvements and area. Project settings associated with each of the proposed waterfront open space locations are described below.

Pier 43 Bay Trail Promenade

The Pier 43 Bay Trail Promenade is located within Fisherman's Wharf, along the north side of The Embarcadero (often referred to as "Little Embarcadero), generally between Powell Street and Pier 45 (See Figure 2). Currently, the project site is part of condemned Pier 43 ½, a former surface parking lot, which is currently fenced off. The closure included the sidewalk and the adjacent curbside on-street parking, but still retained two lanes for east-west vehicle access. The site is a blighted area, where most of the parking lot surface has been removed, exposing numerous remnant deteriorating piles and pier substructure members.

As the northern shoreline of Fisherman's Wharf, the Pier 43 Promenade site is visible from the area, and affords great public views of San Francisco Bay, Alcatraz Island and water-related activities. To the east is the historic Pier 43 Arch, and to the west is Pier 45. Both facilities are contributing historic resources within the Port of San Francisco Embarcadero Waterfront National Historic District. Pier 43 ½ is not included in the Historic District. Pier 43 Arch is an historic display which does not include any active maritime or other uses. To the south of Pier 43 Arch is an approximately 16,000-square-foot, wooden deck which is maintained for public access by Pier 39, which is located east of the proposed site.

Pier 45 is an approximately 491,000-square-foot pier with four shed buildings. The two western sheds, Sheds B and D, are leased to fish handling businesses, while the two eastern sheds are used for parking and light industrial storage uses.

To the south of the Promenade site lies the "Triangle" parking lot on Seawall Lot (SWL) 301, bounded by The Embarcadero, Taylor Street, and Jefferson Street. The parking lot is approximately 75,000 square feet and provides about 250 spaces. In addition to the surface parking, SWL 301 is developed with Boudin's Restaurant along the north side of Jefferson Street, and the Octagon Building's public restroom facilities fronting on the east side of Taylor Street. The west side of Taylor Street and the south side of Jefferson Street are developed with numerous one- and two-story commercial buildings.

Bayfront Park Shoreline

Bayfront Park is an approximately seven acre public open space within the Mission Bay South Redevelopment Plan Area, located east of Terry Francois Boulevard, between North Common Street and 16th Street. It is located along the San Francisco Bay Trail, and has been identified as an important contributor to creating the "Blue Greenway." The shoreline repair and stabilization work proposed by the Port under the Proposition A funding would concentrate on an approximately 60-foot-wide band along the edge of the park fronting on San Francisco Bay, for approximately 1,000 linear feet.

The Port's piers and water facilities south of China Basin Channel continue to support maritime and support activities related to Port operations, while enabling the development of mixed-use inland uses, public access, and open spaces. Pier 50, to the north of Bayfront Park, is a major Port facility which is the base for maintenance operations, berthing of US Maritime Administration ready-reserve vessels, Westar Marine harbor service operations (tug, barge and water transport services), and other light industrial uses. Between Pier 50 and Bayfront Park is the Pier 52 Public Boat Launch, a $3 million facility completed by the Port in 2008, which includes a 40 space surface parking lot at the north end of Bayfront Park. Two recreational boat venues, Mariposa Yacht Club and Bayview Boat Club, are located to the north and south, respectively, of the Pier 52 Public Boat Launch. Along the waterside south of Bayfront Park is Agua Vista Park, Kelly's Mission Rock restaurant, and San Francisco Boatworks, which includes The Ramp restaurant.

Inland development west of Terry Francois Boulevard, adjacent or near Bayfront Park, consists of a mix of open space, residential, and commercial office uses intended by the Mission Bay South Redevelopment Plan. The Radiance project includes approximately 400 condominiums and ground floor retail space north of Bayfront Park. Five blocks immediately west of Bayfront Park, between

South Common Street and Mariposa Street, have been developed or are planned for commercial office and life science businesses.

Islais Creek

Islais Creek is located in the Southern Waterfront, between Pier 80 and Piers 90-96, stretching from I-280 at the west end of the Creek to the San Francisco Bay. There are two bridges which cross Islais Creek: 1) The Third Street Bridge, recently retrofitted to accommodate operation of the Muni T-Third Light Transit service between Downtown San Francisco and Bayview Hunters Point, and 2) the newly constructed Illinois Street Intermodal Bridge, which crosses the Creek extending the alignment of Illinois Street, located to the east of and parallel to the Third Street Bridge.

Islais Creek is a navigable waterway which historically supported Southern Waterfront manufacturing and industry via wharves and dock facilities that extended along the full length of the waterway. Today, Islais Creek continues to support maritime berthing at the Port's cargo terminals at Pier 80 on the north side of the Creek, and Piers 92-96 on the south side, east of the Third Street Bridge.

The Port has maintained these industrial uses while also integrating public access facilities, most recently as part of the Illinois Street Rail and Vehicle Bridge. In addition to providing direct freight rail to the Pier 80 terminal and enhanced truck access to Port facilities and surrounding industrial areas, the Bridge includes protected lanes for pedestrian and bicycle access. The north end of the Illinois Street Bridge connects with Tulare Park, which provides public access along the north side of the Creek between the two bridges. The south side of the Illinois Street Bridge connects to Pier 90, a former berthing facility that is in an advanced state of disrepair. The Illinois Street Bridge project included the development of an improved roadway connection with bike and pedestrian access between the southern end of the Bridge and Cargo Way, which is part of the San Francisco Bay Trail.

West of the Third Street Bridge, there are no longer cargo facilities. Remnants of the former wharves and docks are still present, but in failing condition. New infrastructure was introduced in Islais Creek when the San Francisco Public Utilities Commission (PUC) built San Francisco's combined sewer facilities. Along the north side of Islais Creek, west of Third Street, lies a PUC combined sewer storage and overflow facility, where wastewater is held prior to processing at the Southeast Sewage Treatment facility and/or, during heavy rain storms, wastewater is released to Islais Creek and San Francisco Bay.

As part of PUC infrastructure installations, public access facilities also were constructed. On top of the sewage storage box along the north side of Islais Creek, between Tennessee and Indiana Streets, there is a 50-foot-wide, 560-foot-long public access platform which provides pedestrian and non-vehicular access and public viewing areas of the creek and its surrounding area. At the west end of the PUC public access facility is the historic Copra Crane, which was used to off-load cargo ships loaded with coconuts. The non-profit Copra-Crane Labor Landmark Association is working with community partners, including the Port, to repair and restore the Copra Crane as a historic exhibit to remain in Islais Creek. To the west of the Copra Crane, the San Francisco Municipal Transportation Agency (MTA) plans to develop a bus storage yard on an upland lot west of Indiana Street. The scope of the project includes additional public access along the north side of Islais Creek, adjoining the PUC-constructed public access.

On the south side of Islais Creek, west of the Third Street Bridge, is a public ramp and dock for small recreational water craft. This facility was developed as part of the public access improvements associated with the PUC wastewater system installations, in partnership with the Friends of Islais Creek, a non-profit community organization. The Port-owned area surrounding the public ramp was landscaped by the Friends of Islais Creek, providing approximately 17,500 square feet of improvements for public access. Farther west of the public ramp and landscaped area, the Port's jurisdiction is restricted to the waterway of Islais Creek, within which many deteriorated piles remain from the last of the docks and wharves that served maritime shipping and berthing.

Warm Water Cove

Warm Water Cove is located at the foot of 24th Street which extends south approximately 100 feet along the Bay shoreline to a point that is just north of the terminus of 25th Street. With the proposed open space expansion, Warm Water Cove would extend south to the former Western Pacific site that abuts the Pier 80 Cargo Terminal and the Muni Metro Maintenance Facility.

Warm Water Cove is located within an area designated by the San Francisco Planning Department as the Central Waterfront. This is largely an industrial area, with supporting commercial businesses along Third Street, and some residential enclaves west of Third Street originally developed to house workers. Over the past 10 years, many industrial sites have been redeveloped for new live-work and loft housing developments, creating a more mixed-use setting.

Between Illinois Street to the entry of Warm Water Cove are light industrial uses on privately-owned property on both the north and south sides of 24th Street. These land uses include warehousing activities and storage of industrial and construction equipment. Farther to the north, between 23rd and 22nd Streets, is the Potrero Power Plant. Farther south of Warm Water Cove, between 25th Street and Cesar Chavez Street, east of Illinois Street, is a Muni Metro maintenance facility that supports its light rail transit operations. The Port's Pier 80 Cargo Terminal and associated freight rail and truck operations are south of the Muni facility.

All of the proposed open spaces are located along, or connected to the San Francisco Bay Trail, a 500-mile-long route that encircles the Bay. The proposed open space improvements have been located and conceptualized to complement the industrial character of the waterfront, with a shared objective of enabling light industrial and maritime uses to remain viable.

C. COMPATIBILITY WITH EXISTING ZONING AND PLANS

	Applicable	*Not Applicable*
Discuss any variances, special authorizations, or changes proposed to the *Planning Code* or Zoning Map, if applicable.	☐	☒
Discuss any conflicts with any adopted plans and goals of the City or Region, if applicable.	☐	☒
Discuss any approvals and/or permits from City departments other than the Planning Department or the Department of Building Inspection, or from Regional, State, or Federal Agencies.	☐	☒

Planning Code

The San Francisco *Planning Code*, which incorporates by reference the City's Zoning Maps, governs permitted uses, densities, and the configuration of buildings within San Francisco. All of the proposed sites are zoned M-2 (Heavy Industry) except for the Pier 43 Bay Trail Promenade site which is zoned C-2 (Community Business). Both zoning classifications allow public open space and parks as permitted uses. In particular, Planning Code Section 227(s) provision provides this description as a class of activities allowed in C-2 and M-2 districts:

> *"Waterborne commerce, navigation, fisheries and recreation, and industrial, commercial and other operations directly related to the conduct of waterborne commerce, navigation, fisheries or recreation on property subject to the public trust."*

Agency Approvals

The proposed open space improvements would require the following permits, authorizations, or approvals, listed in the order which they are anticipated to occur.

- Approval by the San Francisco Bay Conservation and Development Commission (BCDC) for amendments to BCDC's San Francisco Waterfront Special Area Plan and BCDC permits to allow construction of each of the specific public access and open space improvement projects within San Francisco Bay or within 100 feet of the Bay shoreline.

- Design review of the proposed open space improvements by the Waterfront Design Advisory Committee, with recommendations to Port Commission;

- Approval by San Francisco Port Commission of CEQA findings and authorization of expenditure of funds, construction contracts, and property agreements as required to implement open space improvement projects;

- US Army Corps of Engineers approval by letter of permission, in which the work is authorized subject to the requirements of blanket "Nationwide" permits for certain types of work, or by issuing project-specific permits for in-water construction work including but not limited to demolition and construction of new pile-supported structures, riprap placement and any landscaping within the intertidal zone;

- San Francisco Regional Water Quality Control Board (RWQCB) approval of "401 Water Quality Certification" to authorize construction and impose water quality protection provisions as warranted based on the specific project. Alternatively (for projects that do not require a federal action, such as issuance of an Army Corps permit), RWQCB issuance of "Waste Discharge Requirements" or a conditional authorization, authorizing work subject to project-specific conditions established to prevent water quality impacts.

- For construction projects involving disturbance of one acre or more of land, compliance requirements with RWQCB "General Permit for Storm Water Discharges Associated with Construction Activity" (General Permit for Construction), which includes development of a project-specific Storm Water Pollution Prevention Plan (SWPPP) and implementation of "best management practices" (BMPs) as described in the SWPPP.

- Approval of Port building or encroachment permits.

Policies and Public Plans

The Port's Waterfront Plan includes policies and a public open space network (Waterfront Land Use Plan, pp. 58-62) which provides the foundation for the creation or improvement of all the public open space improvements proposed. In addition, the Waterfront Plan's Design & Access Element provides

site-specific open space and design criteria which address each of the proposed open space sites, cited below:

Pier 43 Bay Trail Promenade

Waterfront Design & Access Element, pp. 72-73: *"There is the opportunity to create a major new open space at Fisherman's Wharf, as part of an overall planning process for the Fisherman's Wharf area. The Port must work closely with the community to address short-term construction impacts and provide long-term management of this public space to ensure it becomes an asset for Fisherman's Wharf. "*

"Increase open space and project a Bay edge on Pier 43½, by reducing or relocating parking off-site, if additional funding resources become available and long-term tenant lease issues are resolved. Include storm water drainage measures in open space improvement projects in accordance with any storm water drainage policies adopted by the Port Commission."

Waterfront Land Use Plan, p. 99:*"With the existing long-term lessee, explore the feasibility of allowing some commercial use in exchange for removing or replacing self parking at Pier 43½ with a smaller valet parking area to extend open space to the water's edge."*

Bayfront Park in Mission Bay

Waterfront Design & Access Element, pp. 114-115, 118-119:*"Develop the area east of Terry Francois Boulevard as part of the Bayfront Park system as described in the Mission Bay South Redevelopment Plan"*

"Coordinate new open spaces . . . with Mission Bay Redevelopment Plans."

"The Mission Bay objectives recognize the need to continue to coordinate with ongoing planning for Mission Bay. The objectives call for redesigning Terry Francois Boulevard to better meet the circulation needs of the area's maritime operations and to provide a new waterfront walkway with views of the China Basin Channel and many maritime activities in the area. The edge of china Basin Channel would be reserved for public access. These public access improvements would contribute to the continuous waterfront walkway from Fisherman's Wharf to Pier 70 . . . Port property east of relocated Terry Francois Boulevard will be developed as part of the Bayfront Park system contemplated in the Mission Bay South Redevelopment Plan."

". . . The Pier 54½, located north of 16th Street, will be developed as open space in coordination with, and adjacent to, the Bayfront Park included in the Mission Bay South Redevelopment Plan."

Islais Creek and Warm Water Cove

Waterfront Land Use Plan, pp. 159-161:*"reserve or improve areas which will provide opportunities for the protection of wildlife habitat and for passive and active recreational uses."*

San Francisco General Plan – Recreation & Open Space Element

The Recreation & Open Space Element of the San Francisco General Plan includes discussion of public open space along the "Eastern Shoreline" and provides general and site-specific direction:

"The eastern shoreline is one part of the waterfront likely to experience significant change in the years ahead. It can provide the space for expanding working Port and maritime facilities, and for new and expanded public open spaces and public access along the water's edge. Redevelopment of the Eastern Shoreline should be balanced so that adequate space is planned for public open space as well as for expanded port and maritime use."

"Mission Bay: A plan for Mission Bay area is being prepared. Provision of public access to the shoreline and adequate parks and public open space to meet the needs of residents, workers and visitors will be important considerations in the planning process. . . "

"Warm Water Cove: Improve the park site and cove shoreline along the Bay east of Louisiana Street with shoreline fishing as a primary recreation use. . . Create a more interesting park landscape by re-grading the site to maximize Bay views, and improve the soil as required to permit more vigorous vegetation growth and install marine tolerant plant species."

"As opportunities arise, expand parkland to include a waterfront picnic area west of Maryland Street. Continue to provide public access to the Cove from 24th Street and improve visibility of the park from the street. "

"Islais Creek: Continue to provide well defined public access to the banks of Islais Creek at the Third Street Bridge. Contingent upon development of a train trestle along the Creek, construct a broad public access boardwalk along Islais Creek that provides areas for fishing and public enjoyment. Maintain and enhance view corridors along Islais Creek to the Bay."

San Francisco General Plan – Environmental Protection Element

Objective 3, Bay, Ocean & Shorelines, and associated policies provide direction to *"Maintain and improve the quality of the Bay, Ocean and Shoreline Areas. . . . Protecting and enhancing the many values of [water and shorelines] requires ending pollution of the Bay and Ocean, closely controlling commercial uses of the water and shorelines, preserving and adding to the recreational frontage along the water, and protecting and improving the existing recreational frontage."*

Objective 3, Policy 2: *"Promote the use and development of shoreline areas consistent with the [San Francisco General Plan] and the best interests of San Francisco. Other portions of the General Plan set policy on how the city's shoreline areas should ultimately be developed. They are the Recreation and Open Space and Urban Design Elements, and the Northeastern Waterfront and South Bayshore Area Plans. BCDC also set policy on shoreline development. Within the framework set by these regional planning agencies, San Francisco should promote the use and development of the shoreline areas in accordance with those policies in the General Plan that serve the best interests of the citizens of the city."*

Objective 7, Land, and associated policies provide direction to *"Assure that the land resources in San Francisco are used in ways that both respect and preserve the natural values of the land and serve the best interests of all the city's citizens. San Francisco's dramatic landforms and intimate alliance with the Bay and Ocean give the land a special value. Other elements of the General Plan recognize the value of this land resource in recommending how the city should develop to achieve an optimum utilization of the land. Just as important as development, however, is the protection of remaining open space to preserve the natural features of the land that form such a striking contrast with the city's compact urban development. In exercising land use controls over development and in preserving permanent open space, the land should be treated as a valuable resource to be carefully allocated in ways that enhance the quality of urban life."*

Objective 7, Policy 1: *"Preserve and add to public open space in accordance with the objectives and policies of the Recreation and Open Space Element. Publicly owned open space is located principally in the western half of the city. While these valuable open spaces are preserved and enhanced, great effort should be made to acquire and make available more recreation area in the eastern half of the city. . . "*

Objective 7, Policy 4: *"Assure the correction of landslide and shore erosion conditions where it is in the public interest to do so."*

San Francisco General Plan – Central Waterfront Area Plan

Objective 9, Policy 1: *"Maintain and improve the quality of existing shoreline recreational areas as Agua Vista Park and Warm Water Cove."*

Objective 9, Policy 2: *"Expand existing recreational areas and establish a new one at Islais Creek Channel, so long as it is compatible with present or planned maritime activity."*

Objective 9, Policy 3: *"Provide public overlooks, viewing areas, and open spaces with convenient pedestrian access in areas of maritime activity."*

Mission Bay South Redevelopment Plan

Design for Development Guidelines for Bayfront Park: *Develop the park along the Bayfront, both within and adjacent to the project area, with a character predominantly defined by water-oriented activities and open flexible-use lawn areas which can accommodate a variety of passive, active and major recreation uses, such as soccer or other field related sports or informal performance areas, similar to Marina Green. And, work with Port to maintain essential waterfront access and integrate with Port destinations adjacent to the project area such as the existing Agua Vista Park.*

San Francisco General Plan and Priority Planning Policies

The San Francisco *General Plan* provides general policies and objectives to guide land use decisions. Any conflict between the proposed project and policies that relate to physical environmental issues are discussed in Section E, Evaluation of Environmental Effects. The compatibility of the proposed project with *General Plan* policies that do not relate to physical environmental issues will be considered by decision-makers as part of their decision whether to approve or disapprove the proposed project. Any potential conflicts identified as part of the process would not alter the physical environmental effects of the proposed project.

In November 1986, the voters of San Francisco approved Proposition M, the Accountable Planning Initiative, which added Section 101.1 to the *Planning Code* to establish eight Priority Policies. These

policies, and the sections of this Environmental Evaluation addressing the environmental issues associated with the policies, are: (1) preservation and enhancement of neighborhood-serving retail uses; (2) protection of neighborhood character (Question 1c, Land Use); (3) preservation and enhancement of affordable housing (Question 3b, Population and Housing, with regard to housing supply and displacement issues); (4) discouragement of commuter automobiles (Questions 5a, b, f, and g, Transportation and Circulation); (5) protection of industrial and service land uses from commercial office development and enhancement of resident employment and business ownership (Question 1c, Land Use); (6) maximization of earthquake preparedness (Questions 13a-d, Geology and Soils); (7) landmark and historic building preservation (Question 4a, Cultural Resources); and (8) protection of open space (Questions 8a and b, Wind and Shadow, and Questions 9a and c, Recreation and Public Space). Prior to issuing a permit for any project which requires an Initial Study under the California Environmental Quality Act (CEQA), and prior to issuing a permit for any demolition, conversion, or change of use, and prior to taking any action which requires a finding of consistency with the *General Plan*, the City is required to find that the proposed project or legislation is consistent with the Priority Policies. As noted above, the consistency of the proposed project with the environmental topics associated with the Priority Policies is discussed in the Evaluation of Environmental Effects, providing information for use in the case report for the proposed project. The case report and approval motions for the project will contain the Department's comprehensive project analysis and findings regarding consistency of the proposed project with the Priority Policies.

Summary of Neighborhood Concerns

A "Notification of Project Receiving Environmental Review" was mailed on January 13, 2009, to the owners of properties within 300 feet of the project site and to interested neighborhood groups. In addition, an email was sent to various interested parties. Responses expressed support for Bay Trail Improvements and the desire to be kept informed regarding the project.

D. SUMMARY OF ENVIRONMENTAL EFFECTS

The proposed project could potentially affect the environmental factor(s) checked below. The topic areas that are checked are those for which potentially significant environmental impacts are identified in Section E, Evaluation of Environmental Effects.

☐ Land Use	☐ Air Quality	☐ Geology and Soils
☐ Aesthetics	☐ Wind and Shadow	☐ Hydrology and Water Quality
☐ Population and Housing	☐ Recreation	☐ Hazards/Hazardous Materials
☒ Cultural Resources	☐ Utilities and Service Systems	☐ Mineral/Energy Resources
☐ Transportation and Circulation	☐ Public Services	☐ Agricultural Resources
☒ Noise	☒ Biological Resources	☒ Mandatory Findings of Signif.

Section E contains a detailed discussion of all environmental topic areas.

E. EVALUATION OF ENVIRONMENTAL EFFECTS

Topics:	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*	*Not Applicable*
1. LAND USE AND LAND USE PLANNING— Would the project:					
a) Physically divide an established community?	☐	☐	☐	☒	☐
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the *General Plan*, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☐	☒	☐
c) Have a substantial impact upon the existing character of the vicinity?	☐	☐	☐	☒	☐

a. Established Community. The project proposes open space improvements along the waterfront. Land use impacts are considered significant if they disrupt or divide the physical arrangement of an established community, or if they have a substantial impact on the existing character of the vicinity. The proposed project would create new and/or improved public amenities for the neighborhoods in which each are located, and the project would not cause a significant land use impact. The proposed

project would implement policies and objectives of existing adopted public plans which, among other interests, promotes waterfront open space and public access. The surrounding uses would be expected to continue in operation and to relate to each other as they do presently, without disruption from the proposed project. The proposed open space improvements would not disrupt or divide the physical arrangement of existing uses on or adjacent to the project sites or impede the passage of persons or vehicles. Therefore, the project would not physically divide an established community and would have a less-than-significant impact.

b. Consistency with Plans and Zoning. The proposed project would not conflict with applicable plans, policies, and regulations such that an adverse physical change would result (see Section C. Compatibility with Existing Zoning and Plans). In addition, environmental plans and policies are those, like the *Bay Area Air Quality Plan,* that directly address environmental issues and/or contain targets or standards, which must be met in order to preserve or improve characteristics of the City's physical environment. The proposed project would not obviously or substantially conflict with any such adopted environmental plan or policy. Therefore, the proposed project would have no effect on existing plans and zoning.

c. Character. The proposed open space improvements located along the waterfront would not result in a significant impact on the character of the vicinity. Although portions of some of the project sites are currently undeveloped and the proposed project would result in a change in character of the site, the project as proposed, would not result in a significant land use impact because it is a principally permitted use and is a predominant use along the waterfront. The project would be consistent with the character of the area in terms of its proposed use and physical compatibility, and would not present a physical barrier to movement throughout the community. The project would increase use of public open spaces along the waterfront. The project would not physically divide an established community, as it is expected to provide a foundation of stability in the form of open space use that could serve as an enhancement to the existing communities. Therefore, land use impacts on the existing community would be less than significant.

Cumulative Land Use Impacts. Together, these projects would not cumulatively divide an established neighborhood or conflict with any applicable land use plans, policies, or regulations. In addition, the project would not disrupt or divide the existing community or adversely affect the character of the project vicinity.

For the reasons discussed above, the proposed project's impacts related to land use, both individually and cumulatively, are considered less than significant.

Topics:	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*	*Not Applicable*
2. AESTHETICS—Would the project:					
a) Have a substantial adverse effect on a scenic vista?	☐	☐	☐	☒	☐
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and other features of the built or natural environment which contribute to a scenic public setting?	☐	☐	☐	☒	☐
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	☐	☐	☐	☒	☐
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area or which would substantially impact other people or properties?	☐	☐	☐	☒	☐

a. Effects on Scenic Vista. The project proposes public open space improvements along the San Francisco Bay shoreline. The project does not propose new buildings or structures that would result in loss or change of views. Therefore, the proposed project would not block or degrade any existing public scenic views or vistas.

b. Scenic Resources. The project site is along the San Francisco Bay which is considered a scenic resource; however, none of the proposed open space improvements would involve removal or impact on trees or rock outcroppings which contribute to a scenic public setting.

c. Visual Character. The proposed project would not have a substantial, demonstrable negative aesthetic effect within its urban setting. The proposed open space improvements would positively improve the waterfront by introducing or enhancing physical and visual public access to the edge of the City, and enable the public to enjoy and appreciate expansive views of San Francisco Bay, a major scenic resource. In the case of Pier 43 Bay Trail Promenade and Bayfront Park, the proposed improvements would also remove blighted areas of the waterfront. The Pier 43 Promenade would include removal of exposed and dilapidated piles that once supported a parking lot that has been condemned and closed for public safety reasons. The Bayfront Park improvement would convert an

unsafe, unstable shoreline edge to an engineered condition that enables the construction of Bayfront Park to extend fully to the waterfront. The proposed Blue Greenway shoreline improvements, and the creation of design guidelines, would produce positive urban design and aesthetic improvements in two ways: 1) to physically improve areas of the industrial waterfront south of China Basin Channel for public access to and enjoyment of the Bay and Islais Creek; and 2) to develop standards for public furnishings and pedestrian-oriented improvements that create an identity for the Blue Greenway open space system, into which the proposed improvements for Bayfront Park, Warm Water Cove and Islais Creek would connect. Therefore, the proposed project would not adversely affect the existing visual character of the project site, nor would it have a substantial, demonstrable negative aesthetic effect within its urban setting.

d. Substantial Light and Glare. As the project proposes waterfront public open space improvements, there would be no substantial light or glare generated. Each of the improvement projects, however, would include lighting to ensure adequate nighttime illumination, consistent with creating a safe environment for the public. The proposed project would not result in a significant effect with regard to substantial light and glare.

Cumulative Aesthetic Impacts. For the reasons discussed above, the proposed project's impacts related to aesthetics, both individually and cumulatively, would be less than significant.

Topics:	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*	*Not Applicable*
3. POPULATION AND HOUSING— Would the project:					
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☒	☐	☐
b) Displace substantial numbers of existing housing units or create demand for additional housing, necessitating the construction of replacement housing?	☐	☐	☐	☒	☐
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒	☐

a. Population Growth. In general, a project would be considered growth inducing if its implementation would result in substantial population increases and/or new development that might not occur if the project were not implemented. This project does not include development of any new residential or commercial building. The public open spaces improvements were not conceived as a catalyst for growth but to address currently identified waterfront open space needs and opportunities to enhance existing neighborhoods, commercial districts, and visitor experience in San Francisco. While it is the goal of the project to increase the use of the proposed waterfront public open spaces, the project would not directly or indirectly result in a significant increase in population. Project-related effects with respect to population growth would be less than significant.

b. and c. Population and Housing Displacement. As noted above, the project does not include development of any new housing or commercial uses and there would be no residents displaced as a result of the project. The project would not displace or employ employees. Overall, the proposed project would result in no significant effects related to displacement of people.

Cumulative Population and Housing Impacts. As the project proposes open space improvements, there would be no effect on cumulative population and housing. For the reasons discussed above, the proposed project's effects related to population and housing, both individually and cumulatively, are considered less than significant.

Topics:	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*	*Not Applicable*
4. CULTURAL RESOURCES— Would the project:					
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5, including those resources listed in Article 10 or Article 11 of the San Francisco *Planning Code*?	☐	☐	☒	☐	☐
b) Cause a substantial adverse change in the significance of an archeological resource pursuant to §15064.5?	☐	☒	☐	☐	☐
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☐	☒	☐
d) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☒	☐	☐	☐

a. Historical Resources. The Pier 43 ½ Bay Trail Promenade is partially located within and adjacent to the Port of San Francisco Embarcadero Waterfront Historic District, listed on the National Register of Historic Places in 2006. The Historic District is nationally significant in the areas of Government, Maritime Commerce, Transportation, Engineering and Labor for the period 1878 to 1946. The district includes historic piers, bulkhead buildings and defined ancillary structures in the northern half of the Port, from Pier 45 in Fisherman's Wharf to Pier 48, just south of China Basin Channel. To the immediate south, across The Embarcadero, is Fisherman's Wharf and the base of Telegraph Hill, where additional individual historical resources significant in the areas of Maritime Commerce and Labor are located.

The project area encompasses portions of Bulkhead Wharf Section B, which was originally built in 1890-1893, rebuilt in 1914, and reconfigured in 1965. A map in the Port Commission's 1906-1908 biennial report showed a wood bulkhead wharf along the length of Section B. There were no piers, nor any buildings or structures shown on the bulkhead wharf at that time. The map at the end of the 1910-1912 biennial report showed an outline of proposed ferry slips in Section B, which were then constructed in 1914. No further references to Pier 43 or Pier 43 ½ were located in Port records between 1914 and 1965. As a wood pile and timber structure, continuous maintenance or reconstruction was performed, as shown on drawings prepared by the Department of Engineering in 1965 for the "Pier 43½ Remodeling." It is unclear what, if anything, survives from the 1914 design, except for the Pier 43 Car Ferry Headhouse. Section B of the Bulkhead Wharf was analyzed against the criteria for its potential historic significance in 2006 during the preparation of the historic district nomination. Based on the analysis, it was determined that much of Section B, including Pier 43 ½ did not contribute to the historical context or period of significance of the Port of San Francisco Embarcadero Historic District due to the loss of integrity, and was excluded from the boundaries of the historic district. Therefore, Pier 43 ½ is ineligible for listing on the National Register.[2]

The proposed Pier 43 ½ Bay Trail Promenade would occupy a smaller area than the former parking lot that it would replace and would improve scenic views. The Pier 43 ½ Bay Trail Promenade would function similarly to The Embarcadero Promenade to the south, between Pier 35 to Pier 43. Like the Embarcadero Promenade, the Pier 43 ½ Bay Trail Promenade would abut contributing and non-contributing resources of the Embarcadero National Register Historic District in a compatible and

[2] San Francisco Planning Department, "Historic Resources Evaluation Response: Pier 43 ½ Bay Trail Promenade," October 2, 2009. This report is available for review at the Planning Department, 1650 Mission Street, Suite 400, in File No. 2008.0680E.

sensitive manner. It would create a broadened public pathway between Pier 45 at the north end and Pier 43 Historic Arch at the south end, which would enhance the public's experience and understanding of the Embarcadero Historic District. The proposed design of the promenade would take a simple, minimalist approach, to avoid creating built features that compete or distract from the Pier 43 Arch and Pier 45, contributing resources within the Embarcadero Historic District, or scenic views of San Francisco Bay. The concept design for the promenade would involve construction of a new horizontal platform supported by an underlying pile substructure, with decorative hardscape walking surface, handrails, lighting fixtures and planters or similar landscaping elements to create an attractive pedestrian character. There would be no new building structures; however, the Port may allow use of portable kiosks to allow sales of refreshments to Fisherman's Wharf visitors. This project would not change the historic district's integrity, especially in the aspects of setting, feeling and association.

The proposed improvements at Bayfront Park, Islais Creek and Warm Water Cove are all not located in historic district areas, and would not have any adverse effects on historic resources. Therefore, as discussed above, the proposed open space improvements would not result in a significant impact on historic architectural resources, nor would the proposed project adversely affect the Embarcadero Waterfront Historic District, and effects on historical resources would be less than significant.

b. Archeological Resources. Factors considered in determining the potential for encountering archeological resources include the location, depth, and the amount of soils disturbance proposed, as well as any existing information about known resources in the area. The proposed waterfront open space improvements funded under Proposition A are located in the Fisherman's Wharf area (Pier 43 Bay Trail Promenade), Mission Bay waterfront (Bayfront Park Shoreline Improvements), the Central Waterfront area (Warm Water Cove Park Improvements & Expansion) and along Islais Creek Channel (Islais Creek Improvements). Among these projects, two would result in disturbance of sediments below the Bay floor: Pier 43 Bay Trail Promenade and Tennessee/Third Street Connection (Islais Creek). These projects would require pile driving. A third project along Islais Creek, the Illinois Street/Third Street Connection, may also require pile driving.

The proposed project lies within filled lands formerly comprised of submerged land within the San Francisco Bay. The only investigations made relating to specific sites histories of the project's components was a search of the CSLC-OHP Shipwreck Database in order to identify recorded

shipwrecks that might be affected by pile driving project activities. It should also be noted that with the possible exception of dredging for creation of Treasure Island and a City DPW project in South Basin, no prehistoric deposits have been found within historically submerged contexts. However, the presence of prehistoric sites submerged within San Francisco Bay, due to rising sea levels since the Pleistocene era, is expected in part by the fact that the lower portions of some prehistoric midden site are below current water table levels and the discovery of deeply buried finds like CA-SFR-28 recovered 75 ft below ground surface.

The California State Lands Commission evaluated the locations of the proposed project for sensitivity for documented shipwrecks listed on the CSLC-OHP Shipwreck Database. Of the three project components involving (or potentially involving) pile driving, the remains of the following shipwrecks were identified as located or possibly located in the project area vicinity: 1) Pier 43 Promenade (the U.S. Revenue Cutter Hartley, the Samoset, the Tonquin, and the Carlota; and 2) the Islais Creek Improvements projects (the Fannie Adele, the Mary Ellen, the Philadelphia, the Despatch, the Canonicus, the Lydia, the Major Tomkins, the William L. Mighels, the T.H. Allen, and the Viola). The proposed pile driving activities resulting from the project is not expected to affect remains of any of these shipwrecks. The recorded coordinates of these shipwrecks appear to be well-removed, a distance greater than 2 minutes latitude or longitude from the proposed improvements. Although the precise locations of most of the shipwrecks have not been confirmed, the margin of distance from the proposed pile driving locations from that of Shipwreck Database locations is presumed great enough to preclude potential effect. In addition, the location of some shipwrecks, for example the Lydia, has been field-confirmed, and the remains of the Tonquin are assumed to lack sufficient research integrity.

A preliminary archeological assessment for the proposed project by the Planning Department's archaeology team determined that the proposed project could, in the absence of appropriate mitigation, adversely affect archeological deposits.[3] Mitigation to reduce impacts to archeological resources is therefore required and is described below. Implementation of Mitigation Measure M-CP-1 would reduce this impact to a less-than-significant level.

[3] Memorandum from Don Lewis/Randall Dean, Planning Department Staff Archaeologist, to Leigh Kienker, Environmental Planner, *Archeological Review for Port of San Francisco Prop A Waterfront Open Space Improvements*, May 11, 2009. A copy of this memo is on file with the Planning Department at 1650 Mission Street, Suite 400 and is available for public review as part of the File No. 2008.0680E.

Mitigation Measure M-CP-1: Archeological Resources. The following mitigation measure is required to avoid any potential adverse effect from the proposed project on accidentally discovered buried or submerged historical resources as defined in *CEQA Guidelines* Section 15064.5(a)(c). The project sponsor shall distribute the Planning Department archeological resource "ALERT" sheet to the project prime contractor; to any project subcontractor (including demolition, excavation, grading, foundation, pile driving, etc. firms); or utilities firm involved in soils disturbing activities within the project site. Prior to any soils disturbing activities being undertaken each contractor is responsible for ensuring that the "ALERT" sheet is circulated to all field personnel including, machine operators, field crew, pile drivers, supervisory personnel, etc. The project sponsor shall provide the Environmental Review Officer (ERO) with a signed affidavit from the responsible parties (prime contractor, subcontractor(s), and utilities firm) to the ERO confirming that all field personnel have received copies of the Alert Sheet.

Should any indication of an archeological resource be encountered during any soils disturbing activity of the project, the project Head Foreman and/or project sponsor shall immediately notify the ERO and shall immediately suspend any soils disturbing activities in the vicinity of the discovery until the ERO has determined what additional measures should be undertaken.

If the ERO in consultation with the California State Lands Commission (CSLC) determines that an archeological resource may be present within the project site, the project sponsor shall retain the services of a qualified archeological consultant. The archeological consultant shall advise the ERO and the CSLC as to whether the discovery is an archeological resource, retains sufficient integrity, and is of potential scientific/historical/cultural significance. If an archeological resource is present, the archeological consultant shall identify and evaluate the archeological resource. The archeological consultant shall make a recommendation as to what action, if any, is warranted. Based on this information, the ERO may require, if warranted, specific additional measures to be implemented by the project sponsor.

Measures might include: preservation in situ of the archeological resource; an archeological monitoring program; or an archeological testing program. If an archeological monitoring program or archeological testing program is required, it shall be consistent with the requirements of the ERO and the CSLC. Any required archeological investigation or data

recovery plan shall conform to the requirements of State law for a salvage/excavation permit involving a submerged archeological site (Pub. Res. Code §. 6313 (d), (e), and (f)). The ERO may also require that the project sponsor immediately implement a site security program if the archeological resource is at risk from vandalism, looting, or other damaging actions.

The project archeological consultant shall submit a Final Archeological Resources Report (FARR) to the ERO and CSLC that evaluates the historical significance of any discovered archeological resource and describing the archeological and historical research methods employed in the archeological monitoring/data recovery program(s) undertaken. Information that may put at risk any archeological resource shall be provided in a separate removable insert within the final report.

Copies of the Draft FARR shall be sent to the ERO and the CSLC for review and approval. Once approved by the ERO and the CSLC, copies of the FARR shall be distributed as follows: California Archeological Site Survey Northwest Information Center (NWIC) shall receive one (1) copy and the ERO shall receive a copy of the transmittal of the FARR to the NWIC. The Major Environmental Analysis division of the Planning Department and the CSLC shall receive two copies of the FARR along with copies of any formal site recordation forms (CA DPR 523 series) and/or documentation for nomination to the National Register of Historic Places/California Register of Historical Resources. In instances of high public interest or interpretive value, the ERO and the CSLC may require a different final report content, format, and distribution than that presented above.

c. and d. Paleontological, Geological Resources and Human Remains. Paleontology is a multidisciplinary science that combines elements of geology, biology, chemistry, and physics in an effort to understand the history of life on earth. Paleontological resources, or fossils, are the remains, imprints, or traces of once-living organisms preserved in rocks and sediments. Paleontological resources include vertebrate, invertebrate, and plant fossils or the trace or imprint of such fossils. The fossil record is the only evidence that life on earth has existed for more than 3.6 billion years. Fossils are considered non-renewable resources because the organisms from which they derive no longer exist. Thus, once destroyed, a fossil can never be replaced. Paleontological resources are lithologically dependent; that is, deposition and preservation of paleontological resources are related to the lithologic unit in which they occur. If the rock types representing a deposition environment conducive to

deposition and preservation of fossils are not favorable, fossils will not be present. Lithological units which may be fossiliferous, include sedimentary and volcanic formations. The project site is generally underlain with filled lands formally comprised of submerged land within the San Francisco Bay. The fill is not expected to be fossiliferous since they are not lithological formations. Therefore, the proposed project would not have impacts on paleontological resources or geological resources.

Although no known human remains have been recorded at the project site, Mitigation Measure M-CP-1, discussed above, would reduce any potentially significant disturbance, damage, or loss of human remains to a less-than-significant level.

Cumulative Cultural Resources Impacts. The proposed project would not have cumulative effects on historic recourses. As stated above, the project may impact subsurface cultural resources. However, implementation of Mitigation Measure M-CP-1, p. 27 would reduce impacts to a less-than-significant level. Therefore, the proposed project would not contribute to potentially significant cumulative effects related to archeological resources.

Topics:	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*	*Not Applicable*
5. TRANSPORTATION AND CIRCULATION— Would the project:					
a) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume-to-capacity ratio on roads, or congestion at intersections)?	☐	☐	☒	☐	☐
b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways (unless it is practical to achieve the standard through increased use of alternative transportation modes)?	☐	☐	☒	☐	☐
c) Result in a change in air traffic patterns, including either an increase in traffic levels, obstructions to flight, or a change in location, that results in substantial safety risks?	☐	☐	☐	☐	☒
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses?	☐	☐	☐	☒	☐
e) Result in inadequate emergency access?	☐	☐	☐	☒	☐
f) Result in inadequate parking capacity that could not be accommodated by alternative solutions?	☐	☐	☒	☐	☐

Topics:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Not Applicable
g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., conflict with policies promoting bus turnouts, bicycle racks, etc.), or cause a substantial increase in transit demand which cannot be accommodated by existing or proposed transit capacity or alternative travel modes?	☐	☐	☐	☒	☐

The project open space improvements are not located within an airport land use plan area, within two miles of a public airport or in the vicinity of a private airstrip. Therefore, significance criterion 5c would not apply to the proposed project.

The transportation and circulation impacts for the proposed open space improvements are limited to the construction phase and changes to existing conditions and would not be considered as a generator of new or substantial demand. Temporary impacts to the circulation environment, as a result of the project, are presented below.

Project Area. The proposed open space improvements are located along San Francisco Bay waterfront. Each site is accessible by several modes of transportation and has some amount of existing pedestrian or bicycle access. The specific context of the transportation and circulation environment of each open space site is presented below.

Pier 43 Bay Trail Promenade

Pier 43 ½, along Fisherman's Wharf on the northern waterfront, is accessible from the water by tour boat companies, with the Red and White Ferry adjacent to the site. Pier 43 ½ is accessible by emergency vehicles from both the water (fire boats) and "Little Embarcadero" frontage from Powell northbound, The Embarcadero westbound, or via Jefferson Street eastbound against traffic. Jefferson Street is one-way westbound along the site entrance to the "Little Embarcadero." The "Little Embarcadero" is the Port right-of-way on the bayside of the vehicular traffic of The Embarcadero, serving as a pedestrian way and emergency/service access. Pier 43 ½ is accessed by buses and vehicles along the "Little Embarcadero" frontage and along Jefferson Street. Pier 43 ½ is served by the Muni F-streetcar stop at Pier 41. The site vicinity is served by the 9X, 10, 47, and 39 bus lines. In addition, two private tourist buses operate out of the site frontage and the adjacent parking lot and there are a

number of other private tourist buses operating in the project vicinity. Pier 43 ½ is accessible by citywide bicycle route 2 along North Point. Pedestrian access is along the Fisherman's Wharf Embarcadero frontage from Pier 45 to the west and Piers 41 and 39 to the east, and foot traffic crossing Jefferson Street. Traffic and circulation conditions are generally crowded from late morning into the early evening.

Bayfront Park

Bayfront Park is located across from Mission Bay in the Central Waterfront. From the water, the project site is accessible from the nearby public boat launch at Pier 52 and private Bayview Boat Club to the north, but there is no mooring along the riprap shoreline of the park. Major Port maintenance facility Pier 50 is located north of Bayfront Park while San Francisco Boatworks is located to the south. Bayfront Park is accessible by emergency vehicles from both the water (fire boats) and Terry Francois Boulevard frontage from Third Street. Muni Light Rail T-Third line operates northbound and southbound on Third Street. A 40-space parking lot serving the Pier 52 Boat launch is located at the northern end of Bayfront Park. There is parking along Terry Francois Boulevard. Bayfront Park is accessible by citywide bicycle route 5 along Illinois Street and 7 along Mariposa Street. Pedestrian access along the streets leading to the park is limited to areas where recent Mission Bay redevelopment and sidewalk improvements have been completed; the existing industrial area does not have pedestrian pathways along road shoulders, except on Third Street. Traffic and circulation conditions are generally light with the exception of occasional baseball game and other event traffic, involving parking areas immediately northwest of the site, when roadway conditions are at times gridlocked, requiring traffic control officers.

Warm Water Cove

Warm Water Cove, is along the Central Waterfront, and the park is accessible by emergency vehicles from the water (fire boats), with landing possible at the bayside of the industrial warehouse to the north of the site. There are no moorings along the shoreline. From land, primary vehicular access is from 23rd Street where it terminates with a small turnaround at the park. The site can also be reached from 24th Street, to the south, in the event of an emergency. Both 23rd and 24th Streets have unregulated parking on both sides of the street; however street and shoulder lanes are often taken by occasional industrial parking, such as by Sheedy Crane on 23rd Street. Muni Light Rail T-Third line operates

northbound and southbound on Third Street and provides access to Warm Water Cove. The site vicinity is also served by the 48 busline on 22nd Street, approximately two to three blocks north. Warm Water Cove is accessible by citywide bicycle route 5 along Illinois Street.

Islais Creek

Islais Creek, an approximately 2,000 foot channel feeding the San Francisco Bay at the Southern Waterfront, is crossed by two bridges, the four-lane Third Street Bridge and the newly constructed two-lane Illinois Street Intermodal Bridge. The creek is available to small boats by a public ramp and dock east of the Third Street Bridge. The south side of the creek has a pedestrian and non-vehicular viewing area west of the Third Street Bridge. The north side of the creek is accessible by emergency vehicles from the water (fire boats), and from land by the bridges and by Indiana Street, Tennessee Street and Illinois Street. The south side of the creek can be accessed by Rankin Street as well as by existing industrial properties abutting the channel. Unregulated parking is available on streets terminating at the creek; however street parking and shoulder lanes are often occupied by the surrounding industrial uses. No parking is allowed on Third Street. The Muni Light Rail T-Third line operates northbound and southbound on Third Street and provides access to Islais Creek. Islais Creek is also accessible by bicycle routes 5, 7, 60, and 68, along Third Street, Phelps Street, Cesar Chavez, and Evans Street, respectively. Traffic and circulation conditions are busy and swift-moving at Third Street during the day, with mixed vehicle types. There are no pedestrian paths along Islais Creek.

In the vicinity of the project, Third Street is designated as a Primary Transit Street in the *General Plan,* is included in the Congestion Management Program network as a Transit Conflict Street,[4] and is designated as a citywide bicycle route (Route 5) in the *General Plan.*[5] The Embarcadero is designated as a Major Arterial[6] in the *General Plan.*[7] Both the Embarcadero and Third Street are two of the most

[4] A Secondary Transit Street is a street with low to medium transit ridership and/or frequency of service, or one that connects two or more major destinations. A Transit Conflict Street is a street with a primary transit function that is not a major arterial but that does experience significant conflicts between transit and automobile traffic San Francisco General Plan, Transportation Element, Maps 6, 7, and 9, and Tables 1 and 4. Adopted July 1995.

[5] San Francisco General Plan, Transportation Element, Maps 12 and 13.

[6] Major Arterials are cross-town thoroughfares whose primary function is to link districts within the City and to distribute traffic to and from the freeways; these are routes generally of citywide significance; of varying capacity depending on the travel demand for the specific direction and adjacent land uses. San Francisco General Plan Transportation Element, Maps 6 and 7, Adopted July 1995.

[7] Secondary Arterials are primarily intra-district routes of varying capacity serving as collectors for the major thoroughfares; in some cases supplemental to the major arterial system. San Francisco General Plan Transportation Element, Map 6, Adopted July 1995.

important transportation routes in the City and are designated as Major Arterials, Primary Transit Streets[8], Citywide Pedestrian Network Streets, and Neighborhood Commercial Streets in the *General Plan*.

a. and b. Traffic and Level of Service. The proposed open space improvements do not include construction of new recreational structures or other attractions that would generate user traffic above existing levels. The development of open space shoreline access would allow visitor circulation to new portions of the project sites where access to the parcel is already established, such as Pier 43 ½ and, to a lesser degree, Bayfront Park. Where minimal open space improvements exist, new shoreline access would introduce new foot-traffic to the improved open space. While "Blue Greenway" improvements are expected to increase use of the developing San Francisco Bay Trail, the lack of new destination recreational activities at Islais Creek and Warm Water Cove are not expected to generate automobile trips noticeably greater than those presently made to seek out the shoreline. Environmental stewardship activities, such as clean-ups, plantings, or walking tours, would not be significant traffic or parking demand generators. As these activities would commonly take place during non-work hours, on-street parking used by area employees during the work week would generally be available for the weekend visitors who are inclined to bring a vehicle to the site. Active uses built at Bayfront Park would attract nearby residents and employees who would be unlikely to drive to the park. Additional park users would not be noticeable additions to demand over and above current levels of temporary parking demand along the San Francisco waterfront.

The proposed project demand would be indistinguishable from that generated by land use and development changes in San Francisco or the region. Neither intermittent open space use nor ongoing maintenance activities associated with park operations would add a measurable increment to the cumulative long-term traffic increase on the local roadway network.

The proposed open space improvements would not generate substantial traffic demand, as they are located and designed to support and integrate with the existing context of the districts and neighborhoods in which they are located. None of the projects have been designed as destination attractions. Fisherman's Wharf already is a major tourist destination. The Pier 43 Bay Trail Promenade is intended to cure blighted conditions created from the collapsed former parking deck, by

[8] Primary Transit Street – Transit Important are major arterials with high transit ridership, high frequency of service, or surface rail. San Francisco General Plan Transportation Element Map 9, Adopted July 1995.

replacing it with an enhanced pedestrian-oriented facility to accommodate visitors already frequenting the area.

None of the projects would reduce roadway capacity for traffic and bicycles, nor would they conflict with adopted policies, plans or programs supporting alternative transportation. The Pier 43 Bay Trail Promenade would provide a generous sidewalk area for enhanced, safer pedestrian circulation adjacent to The Embarcadero roadway within Fisherman's Wharf (often referred to as "Little Embarcadero" which extends north and west from the improved Embarcadero Promenade improvements which currently end at Pier 35). This would be a substantial improvement from current conditions, where currently there is no sidewalk space available for the public adjacent to Pier 43½. Currently, the northern water's edge adjacent to the "Little Embarcadero" roadway is closed off by security fencing to protect the public from unsafe conditions of the condemned Pier 43½ area. As a result, visitors venturing into this part of Fisherman's Wharf currently must walk within the "Little Embarcadero" roadway between the public access area at the Pier 43 Historic Arch and Pier 45.

Along the north curb of the Little Embarcadero roadway, the Port has agreements with Coach USA for tour bus and cable car-style vehicles within designated segments. Four spaces for Coach USA tour buses are provided in front of the Franciscan Restaurant, and two cable car spaces are provided east of the bus parking, adjacent to the collapsed and partially demolished former parking lot that would be replaced by the Pier 43 Promenade, west of the Pier 43 Historic Arch. The Port has alternate locations in place to relocate the parking of these tour vehicles during the approximately 80 day construction period. For the period when active construction is in process, the traffic lane on the north side of the "Little Embarcadero" would be closed to provide construction staging space; the rest of the lane would be closed to traffic but otherwise available to allow the Coach USA tour buses or cable cars to shift to other locations along the "Little Embarcadero." This could be accommodated while keeping one lane of traffic continually open during the construction period, flowing in the eastbound direction of the Little Embarcadero. If needed, the Port has back-up space along Powell Street, between Jefferson and North Point Streets, for parking three tour buses, and also back-up space on Jefferson Street, at the southwest corner in front of The Gap, for two cable-car vehicles.

The Blue Greenway improvements, including Bayfront Park, are proposed as contextual public access and open space to complement and enhance the districts within which they are located rather than as new destination points. The proposed improvements would not alter existing roadway or right-of-way

size or capacity. The park edge improvements proposed for Bayfront Park are required to provide a finished edge to the park, which already have been approved by the City and regulatory agencies, and was previously analyzed in the Mission Bay South Redevelopment Plan. The Blue Greenway improvement projects, which are relatively small and dispersed, would provide some shoreline open space within an industrial area.

As such, the proposed open space improvements would not cause increases in traffic or parking demand that are substantial in relation to the existing traffic load and capacity of the street system, nor would the design of these projects present any increased roadway or traffic hazards.

g. Transit and Alternative Travel Modes. Most open space visitors without destination facilities or program activities bringing them to the site, are local residents who are visiting the site as incidental to another journey, such as bicycling along the Embarcadero or visiting Fisherman's Wharf. Operational demand on transit for open space use would not have a discernable impact upon transit service or operation. Changes to site circulation with open space improvements would not impact transit stops or movements. Related right-of-way improvements, as part of Fisherman's Wharf Public Realm planning, would also not change Muni stops along Jefferson Street and the Pier 43 site. No transit impact would be anticipated as a result of project operations. The proposed project would not have a significant or noticeable impact upon transit services in the project area or affect transit operations.

Pedestrian and Bicycle Conditions. Pedestrian activity would be expected to increase as a result of the project at Islais Creek, Warm Water Cove, and Bayfront Park, where access or footpath improvements would be new. The Bay Trail Promenade proposed at Pier 43 ½ would increase sidewalk capacity, would distribute existing pedestrians into the site, and would help focus pedestrian movements away from crossing the vehicular entrance to the site at the "Little Embarcadero."

As previously discussed, there are a number of bicycle routes in the vicinity of the proposed open space improvements. The proposed project does not include new bicycle paths or altering existing bicycle paths. New bicycle racks are planned Pier 43 ½ and may be included in other locations as more specific and detailed plans develop. No changes to bicycle routes would result from the project. Fisherman's Wharf Public Realm plans would discourage motorized traffic. Bay Trail / Blue Greenway signage would be expected to be located on the Illinois Street bicycle route, linking the two. As plans

for open space improvements at Islais creek are developed, pedestrian access and Third Street crossings would be an important consideration.

The proposed project is not anticipated to cause a substantial amount of pedestrian and vehicle conflict. Sidewalk widths are sufficient to allow for the free flow of pedestrian traffic. Pedestrian activity would increase as a result of the project, but not to a degree that could not be accommodated on local sidewalks or would result in safety concerns. In addition, the proposed improvement would not create any new street impact or potential conflict with pedestrian or bicycle operation, or otherwise create hazardous conditions for pedestrians or bicyclists.

d. and e. Traffic Hazards and Emergency Access. The Bay Trail Promenade at Pier 43 ½ would be arranged to allow emergency access when necessary, as required by the Fire Department, improving the existing conditions. The open space improvements at Bayfront Park would similarly provide for emergency access. No changes to emergency access are expected elsewhere. There are no unusual design features or uses proposed as part of the project that would substantially increase traffic hazards. Likewise, the proposed project would not result in a significant impact with regard to emergency access, as the open space sites are all accessible from major streets.

f. Parking and Loading. As described above, there would be negligible new demand associated with the proposed open space project, in terms of new travel trips or parking, and existing parking conditions near Bayfront Park, Warm Water Cove, and Islais Creek would generally be sufficient for the proposed open space improvements. As previously discussed above, current drop-off parking and loading on the "Little Embarcadero" in front of Pier 43 ½ may be eliminated with the proposed project and also with the planned right-of-way improvements associated with the Fisherman's Wharf Public Realm Designs. This would affect tour bus companies that currently use this frontage for parking and patron loading. Locations identified by the Port for their continued operation during construction may be considered for permanent new locations for this tourism-related use.

San Francisco does not consider parking supply as part of the permanent physical environment. Parking conditions are not static, as parking supply and demand varies from day to day, from day to night, from month to month, etc. Hence, the availability of parking spaces (or lack thereof) is not a permanent physical condition, but changes over time as people change their mode and patterns of travel.

Parking deficits are considered to be social effects, rather than impacts on the physical environment as defined by CEQA. Under CEQA, a project's social impacts need not be treated as significant impacts on the environment. Environmental documents should, however, address the secondary physical impacts that could be triggered by a social impact (CEQA Guidelines Section 15131(a)). The social inconvenience of parking deficits, such as having to hunt for scarce parking spaces, is not an environmental impact, but there may be secondary physical environmental impacts, such as increased traffic congestion at intersections, air quality impacts, safety impacts, or noise impacts caused by congestion. In the experience of San Francisco transportation planners, however, the absence of a ready supply of parking spaces, combined with available alternatives to auto travel (e.g., transit service, taxis, bicycles, or travel by foot) and a relatively dense pattern of urban development, induces many drivers to seek and find alternative parking facilities, shift to other modes of travel, or change their overall travel habits. Any such resulting shifts to transit service in particular would be in keeping with the City's "Transit First" policy. This policy, established in the City's Charter Section 8A.115 provides that "parking policies for areas well-served by public transit shall be designed to encourage travel by public transportation and alternative transportation." The project site is located in an area served by transit. The increased parking demand would not substantially alter the existing character of the area-wide parking situation.

The transportation analysis accounts for potential secondary effects, such as cars circling and looking for a parking space in areas of limited parking supply, by assuming that all drivers would attempt to find parking at or near the project site and then seek parking farther away if convenient parking is unavailable. Moreover, the secondary effects of drivers searching for parking is typically offset by a reduction in vehicle trips due to others who are aware of constrained parking conditions in a given area. Hence, any secondary environmental impacts which may result from a shortfall in parking in the vicinity of the proposed project would be minor, and the traffic assignments used in the transportation analysis, as well as in the associated air quality, noise, and pedestrian safety analyses, reasonably addresses potential secondary effects.

Construction Impacts.

During the projected construction periods, temporary and intermittent traffic and transit impacts would result from truck movements to and from the project site. For the Pier 43 Bay Trail Promenade project component, construction would take approximately 80 days and would require about 268 truck

trips. For the Bayfront Park Shoreline project component, construction would take approximately two to three months and would require about 170 truck trips. For the Warm Water Cove project component, the project does not require construction or demolition and it is estimated that five landscapers would be on-site each day during the implementation of landscaping and furnishings. For the Islais Creek component, construction would take approximately 80 days and would result in a total of approximately 77 truck trips.

Truck movements during periods of peak traffic flow would have greater potential to create conflicts than during non-peak hours because of the greater numbers of vehicles on the streets during the peak hour that would have to maneuver around queued trucks. The project sponsor may apply for temporary removal of the parking spaces directly in front of the project sites. Temporary sidewalks would be constructed as needed to ensure pedestrian safety. Lane and sidewalk closures are subject to review and approval by the Department of Public Works (DPW). The project sponsor and construction contractors could meet with the Traffic Engineering Division of the Department of Parking and Traffic (DPT), the Fire Department, Muni, and the Planning Department to determine feasible measures to reduce traffic congestion, including effects on the transit system and pedestrian circulation impacts during construction of the proposed project.

Temporary parking demand from construction workers' vehicles and impacts on local intersections from construction worker traffic would occur in proportion to the number of construction workers who would use automobiles. Construction workers would park in existing on-street parking spaces in the project vicinity, and although construction workers may have to circulate on streets in the vicinity of the project site to find available parking, the anticipated parking deficit would not substantially change the capacity of the existing street system or alter the existing parking conditions in the area. In summary, the proposed project would not have a significant impact individually or cumulatively on transportation and circulation.

Topics:		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Not Applicable
6.	**NOISE—Would the project:**					
a)	Result in exposure of persons to or generation of noise levels in excess of standards established in the local *General Plan* or noise ordinance, or applicable standards of other agencies?	☐	☐	☒	☐	☐
b)	Result in exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☐	☒	☐
c)	Result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☒	☐	☐
d)	Result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☒	☐	☐	☐
e)	For a project located within an airport land use plan area, or, where such a plan has not been adopted, in an area within two miles of a public airport or public use airport, would the project expose people residing or working in the area to excessive noise levels?	☐	☐	☐	☐	☒
f)	For a project located in the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☐	☒
g)	Be substantially affected by existing noise levels?	☐	☐	☒	☐	☐

The project site is not within an airport land use plan area, nor is it in the vicinity of a private airstrip. Therefore, topics 6e and 6f are not applicable.

a. , c., and g. Existing Noise Levels. Portions of the open space improvement project would be affected by elevated noise levels due to proximity to existing high volumes of traffic and commercial or industrial activity. There would be no impact to ambient noise levels by the project in operation, because the project does not include construction of buildings, and noise from conditioning indoor air, nor program noise-generating recreational uses. New noise exposure as a result of the project would come from adding open space recreational uses and persons to areas with elevated noise levels in the existing environment.

Noise Compatibility. The Environmental Protection Element of the *San Francisco General Plan* contains Land Use Compatibility Guidelines for Community Noise.[9] These guidelines, which are similar to but differ somewhat from state guidelines promulgated by the Governor's Office of Planning and Research, indicate maximum acceptable noise levels for various newly developed land uses. For residential uses, the maximum "satisfactory" noise level without incorporating noise insulation into a project is 60 dBA (Ldn), while the guidelines indicate that playgrounds and parks should be discouraged at noise level ranges from 68 to 77 dBA (Ldn).[10,11] Based on modeling of traffic noise volumes conducted by the San Francisco Department of Public Health (DPH),[12] portions of the proposed Pier 43 Bay Trail Promenade and Islais Creek Open Space have ambient traffic noise levels within the ranges to discourage such uses, with some near-road portions of the proposed Islais Creek Open Space having ambient conditions in excess of 75 dBA, at which level the guideline indicates some park uses should generally not be undertaken. However, since the open space would not have children's playground facilities or facilities that would attract visitors for extended periods of time or have overnight accommodations, it would be reasonable from a health perspective to allow short term park usage.[13] The location and programming of specific uses within the Islais Creek Open Space would be determined by a community-involved design and planning process into 2012, taking the location of ambient noise into account. Because impacts would be temporary, because playground-type uses would not be programmed as they are not appropriate to the creekside open space for other reasons, among them topography and safety, and because the project would not be substantially affected by existing noise levels, the effect of this land use inconsistency with the *General Plan* would be considered less-than-significant.

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9 City and County of San Francisco, Planning Department, San Francisco General Plan, Environmental Protection Element, Policy 11.1.

10 Sound pressure is measured in decibels (dB), with zero dB corresponding roughly to the threshold of human hearing, and 120 dB to 140 dB corresponding to the threshold of pain. Because sound pressure can vary by over one trillion times within the range of human hearing, a logarithmic loudness scale is used to keep sound intensity numbers at a convenient and manageable level. Owing to the variation in sensitivity of the human ear to various frequencies, sound is "weighted" to emphasize frequencies to which the ear is more sensitive, in a method known as A-weighting and expressed in units of A-weighted decibels (dBA).

11 The guidelines are based on maintaining an interior noise level of interior noise standard of 45 dBA, Ldn, as required by the California Noise Insulation Standards in Title 24, Part 2 of the California Code of Regulations.

12 Traffic noise map presented on DPH website: http://www.sfdph.org/dph/EH/Noise/default.asp.

13 Rivard, Tom. City and County of San Francisco, Department of Public Health, Memorandum to Diane Oshima, Director Waterfront Planning, Port of San Francisco, July 23, 2009.

Nonetheless, in order to increase the healthy usability of the proposed open space, the project sponsor should provide noise-constraints mapping and information on noise-attenuation strategies for reducing the effects of the noise environment on the project-generated park user population, for use in design of the open space, as described in Improvement Measure I-NO-1 below.

a. – d. and g. Construction Noise. One of the primary objectives of the proposed open space improvements is to enhance or create spaces that provide the public a chance to rest, view and enjoy passive recreational pursuits along the waterfront. The proposed open spaces would provide respites, simply designed, that complement surrounding commercial, industrial and mixed use development. The improvements are for passive recreational enjoyment, would not be programmed for active use or events, and would not generate noise levels in excess of standards established in the San Francisco General Plan or noise ordinance. Demolition, excavation, and construction would temporarily increase noise in the project vicinity. Construction equipment would generate noise and possibly vibrations that could be considered an annoyance by occupants of nearby properties. Noise from demolition and construction activities, especially impact tools and pile driving, could result in noise peaks and ground vibration that may disrupt nearby tourist and industrial activities. Pile driving would be required to construct the Pier 43 Bay Trail Promenade and the pile-supported pedestrian walkways/platforms for the Tennessee/Third Street Connection and possibly for the Illinois/Third Street Connection along Islais Creek. Construction noise levels would fluctuate depending on construction phase, equipment type and duration of use, distance between noise source and listener, and presence or absence of barriers. Impacts would generally be limited to the period during which new piles would be driven. Noise levels would be sporadic rather than continuous in nature because of the different types of construction equipment used. According to the project sponsor, pile driving would last approximately 60 days for the Pier 43 Bay Trail Promenade and approximately 80 days for the two pedestrian walkways/platforms along Islais Creek.

Construction noise is regulated by the San Francisco Noise Ordinance (Article 29 of the *Police Code*), amended in November 2008. The ordinance requires that noise levels from individual pieces of construction equipment, other than impact tools, not exceed 80 dBA at a distance of 100 feet from the source. Impact tools (jackhammers, hoerammers, impact wrenches) must have both intake and exhaust muffled to the satisfaction of the Director of Public Works. Section 2908 of the Ordinance prohibits construction work between 8:00 p.m. and 7:00 a.m., if noise would exceed the ambient noise level by

5 dBA at the project property line, unless a special permit is authorized by the Director of Public Works. The project must comply with regulations set forth in the Noise Ordinance.

Sensitive receptors are people requiring quiet, for sleep or concentration, such as residences, schools, or hospitals, and people themselves who may be relatively more susceptible to adverse health impacts from their environment, such as immune-compromised individuals, populations with elevated levels of chronic illness, children, and the aged. There are no known sensitive noise receptors surrounding the proposed open space improvements that have the potential to be adversely affected by construction noise. Construction activities other than pile driving typically generate noise levels no greater than 90 dBA (for instance, for excavation) at 50 feet from the activity, while other activities, such as concrete work, are much less noisy. Closed windows typically can reduce daytime interior noise levels to an acceptable level. Therefore, for nearby sensitive receptors, although construction noise could be annoying at times, it would not be expected to exceed noise levels commonly experienced in an urban environment, and would not be considered significant. Moreover, no other construction projects are proposed in close enough proximity to the project site such that cumulative effects related to construction noise would be anticipated. Pile driving construction activities under the project could temporarily exceed noise thresholds. Implementation of Mitigation Measure M-NO-1 would reduce this impact to a less-than-significant level.

> **Mitigation Measure M-NO-1: Pile-driving Construction.** The project sponsor shall require construction contractors use noise-reducing pile driving techniques such as installing intake and exhaust mufflers on pile driving equipment, vibrating piles into place when feasible, and installing shrouds around the pile driving hammer where feasible.

Given the above-mentioned City noise regulations, the temporary nature of construction work, and implementation of Mitigation Measure M-NO-1, construction noise would have a less-than-significant effect on the environment. In addition, the following improvement measure involving pile-driving construction would be included in the implementation of open space improvements:

> **Improvement Measure I-NO-1: Pile-driving Construction.** Prior to the start of pile driving activity, the Port would work with its construction contractors to notify and meet with neighboring property owners/businesses within 300 feet of the project site at least one month

in advance, to inform them of dates, hours and duration of the pile-driving work so that these parties can plan their activities accordingly.

Traffic Noise. Generally, traffic must double in volume to produce a noticeable increase in average noise levels. Traffic volumes would not double on area streets as a result of the proposed project; therefore, the proposed project would not cause a noticeable increase in the ambient noise level in the project vicinity, nor would the project contribute to any potential cumulative traffic noise effects.

Operational Noise. The project would not include mechanical equipment that could produce operational noise, such as heating and ventilation systems, and therefore, noise effects related to project operations would not be significant, nor would the open space improvements contribute to any cumulative noise impacts from mechanical equipment. In light of the above, noise effects related would not be significant.

Cumulative Noise Impacts. Project construction activities would be temporary and intermittent in nature; project construction-related noise would not substantially increase ambient noise levels at locations greater than a few hundred feet from the project site; and as stated above, required construction noise reduction measures would be implemented as required by the City's Noise Ordinance. The contribution of the project's construction noise in the project site vicinity would not be considerable.

Topics:	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*	*Not Applicable*
7. AIR QUALITY Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. **Would the project:**					
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☐	☒	☐
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☐	☐	☒	☐	☐

Topics:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Not Applicable
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal, state, or regional ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	☐	☐	☒	☐	☐
d) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐	☐
e) Create objectionable odors affecting a substantial number of people?	☐	☐	☐	☒	☐

a. – d. Construction Air Quality Emissions. Demolition, grading, and new construction activities would temporarily affect local air quality during the project's proposed construction schedule, causing temporary increases in particulate dust and other pollutants. Emissions generated from construction activities include dust (including PM-10 and PM-2.5)[14] primarily from "fugitive" sources, combustion emissions of criteria air pollutants (reactive organic gases [ROG], nitrogen oxides [NOx], carbon monoxide [CO], sulfur oxides [SOx], and PM-10) primarily from operation of construction equipment and worker vehicles, and evaporative emissions (ROG) from asphalt paving. The Bay Area Air Quality Management District (BAAQMD) CEQA Guidelines recognize that construction equipment emits ozone precursors, but indicates that such emissions are included in the emission inventory that is the basis for regional air quality plans.[15] Therefore, construction emissions are not expected to impede attainment or maintenance of ozone standards in the Bay Area.

Project-related demolition, excavation, grading and other construction activities may cause wind-blown dust that could contribute particulate matter into the local atmosphere. Although there are federal standards for air pollutants and implementation of state and regional air quality control plans, air pollutants continue to have impacts on human health throughout the country. California has found that particulate matter exposure can cause health effects at lower levels than national standards. The current health burden of particulate matter demands that, where possible, public agencies take feasible available actions to reduce sources of particulate matter exposure. According to the California Air

[14] Particles that are 10 microns or less in diameter and 2.5 microns or less in diameter, respectively.

[15] Bay Area Air Quality Management District, *BAAQMD CEQA Guidelines, Assessing the Air Quality Impacts of Projects and Plans*, December 1999.

Resources Board, reducing ambient particulate matter from 1998 – 2000 levels to natural background concentrations in San Francisco would prevent over 200 premature deaths.

Dust can be an irritant causing watering eyes or irritation to the lungs, nose and throat. Demolition, excavation, grading and other construction activities can cause wind-blown dust to add to particulate matter in the local atmosphere. Depending on exposure, adverse health effects can occur due to this particulate matter in general and also due to specific contaminants such as lead or asbestos that may be constituents of soil.

In response, the San Francisco Board of Supervisors approved a series of amendments to the San Francisco Health Code generally referred hereto as the Construction Dust Control Ordinance (Ordinance 176-08, effective July 30, 2008) with the intent of reducing the quantity of dust generated during site preparation, demolition and construction work in order to protect the health of the general public and of onsite workers.

The Ordinance requires that all site preparation work, demolition, or other construction activities within San Francisco that have the potential to create dust or to expose or disturb more than 10 cubic yards or 500 square feet of soil comply with specified dust control measures. For projects over one-half acre in size or within 1,000 feet of sensitive receptors, the contractor is required to develop a site-specific dust control plan for Department of Public Health review and approval. In addition to specified dust control measures, projects subject to site-specific Dust Control Plans must monitor particulate emissions from the project site, establish conditions under which construction activities would be shut down to prevent excessive dust generation, provide for community notification regarding project-related dust emissions, and other measures.

The Port would evaluate project-specific conditions as the construction plans and specifications are developed, and incorporate applicable regulations into its construction contract documents. The Port and its contractors' compliance with BAAQMD regulations, the local Construction Dust Control Ordinance, and other applicable regulations would prevent significant air quality impact resulting from project construction.

With respect to post-construction operations, the proposed open space improvements create new or improved existing public access or recreational areas, generally designed to serve primarily

pedestrians and cyclists. All will be accessible by public transportation. The proposed projects will not create or significantly contribute to new vehicle traffic, nor will they create on-going operational sources of air pollutant emissions.

The Port and the contractor responsible for construction activities at the project site shall use the following practices to control construction dust on the site or other practices that result in equivalent dust control that are acceptable to the Port Building Department. Dust suppression activities may include watering all active construction areas sufficiently to prevent dust from becoming airborne; increased watering frequency may be necessary whenever wind speeds exceed 15 miles per hour (mph). Reclaimed water must be used if required by Article 21, Section 1100 et seq. of the San Francisco Public Works Code. If not required, reclaimed water should be used whenever possible. Contractors shall provide as much water as necessary to control dust (without creating run-off in any area of land clearing, and/or earth movement. During excavation and dirt-moving activities, contractors shall wet, sweep or vacuum the streets, sidewalks, paths and intersections where work is in progress at the end of the workday. Inactive stockpiles (where no disturbance occurs for more than seven days) greater than 10 cubic yards or 500 square feet of excavated materials, backfill material, import material, gravel, sand, road base, and soil shall be covered with a 10 millimeter (0.01 inch) polyethylene plastic (or equivalent) tarp, braced down, or use other equivalent soil stabilization techniques.

The BAAQMD neither recommends quantified analysis of cumulative construction emissions nor provides thresholds of significance that could be used to assess cumulative construction emissions. The construction industry, in general, is an existing source of emissions within the Bay Area. Construction equipment operates at one site on a short-term basis and, when finished, moves on to a new construction site. Because construction activities would be temporary, the contribution to the cumulative context is so small as to be virtually immeasurable, and as all of the appropriate and feasible construction-related measures recommended by the BAAQMD would be implemented, the contribution of construction emissions associated with the proposed project would not be cumulatively considerable.

Operational Air Quality Emissions. Air quality impacts of the proposed open space improvements would primarily be construction-related, as these park spaces are not anticipated to generate additional traffic demand. Transportation vehicles are the primary source of operational project-related

emissions.[16] According to the BAAQMD guidance for CEQA analysis, a project would have potentially significant emissions impacts if the project were to generate more than 2,000 vehicle trips per day. The operational emissions are minimal and would result from installation of approximately 20 new street lights and additional maintenance activities at the Pier 43 Trail Promenade which require an additional six new vehicle miles traveled per week. This is well below the BAAQMD's threshold for air quality analysis. Therefore, consistent with BAAQMD guidance, no quantitative analysis of transportation air quality is required, and the project would not result in a significant effect with regard to operational air quality. The project would be generally consistent with the *General Plan*, which does not project a population increase in excess of that forecast in the Bay Area 2000 Clean Air Plan. The *General Plan, Planning Code,* and City Charter implement various Transportation Control Measures identified in the Clean Air Plan through the City's Transit First Program, bicycle parking requirements, transit development fees, and other actions. In light of the above, the project would not contribute considerably to cumulative air quality impacts.

The project would not introduce any stationary emissions to the project site. The project would not violate any BAAQMD ambient air quality standard or contribute substantially to an existing or projected air quality violation. Operational emissions associated with the proposed project are minimal and would clearly not result in significant environmental impacts, nor would these emissions be cumulatively considerable in the context of global climate change. Therefore, no significant operational air quality impacts would be generated by the project.

Greenhouse Gases

Gases that trap heat in the atmosphere are referred to as greenhouse gases (GHGs) because they capture heat radiated from the sun as it is reflected back into the atmosphere, much like a greenhouse does. The accumulation of GHG's has been implicated as a driving force for global climate change. Definitions of climate change vary between and across regulatory authorities and the scientific community, but in general can be described as the changing of the earth's climate caused by natural fluctuations and anthropogenic activities which alter the composition of the global atmosphere.

Individual projects contribute to the cumulative effects of climate change by emitting GHGs during demolition, construction and operational phases. The principal GHGs are carbon dioxide, methane,

[16] Bay Area Air Quality Management District, *BAAQMD CEQA Guidelines, Assessing the Air Quality Impacts of Projects and Plans*, December 1999.

nitrous oxide, ozone, and water vapor. (Ozone—not directly emitted, but formed from other gases—in the troposphere, the lowest level of the earth's atmosphere, also contributes to the retention of heat.) While the presence of the primary GHGs in the atmosphere are naturally occurring, carbon dioxide (CO_2), methane (CH_4), and nitrous oxide (N_2O) are largely emitted from human activities, accelerating the rate at which these compounds occur within earth's atmosphere. Carbon dioxide is the "reference gas" for climate change, meaning that emissions of GHGs are typically reported in "carbon dioxide-equivalent" measures. Emissions of carbon dioxide are largely by-products of fossil fuel combustion, whereas methane results from off-gassing associated with agricultural practices and landfills. There is international scientific consensus that human-caused increases in GHGs have and will continue to contribute to global warming, although there is uncertainty concerning the magnitude and rate of the warming. Potential global warming impacts in California may include, but are not limited to, loss in snow pack, sea level rise, more extreme heat days per year, more high ozone days, more large forest fires, and more drought years.[17] Secondary effects are likely to include a global rise in sea level, impacts to agriculture, changes in disease vectors, and changes in habitat and biodiversity.

The California Energy Commission (CEC) estimated that in 2004 California produced 500 million gross metric tons (about 550 million U.S. tons) of carbon dioxide-equivalent GHG emissions.[18] The CEC found that transportation is the source of 38 percent of the State's GHG emissions, followed by electricity generation (both in-state and out-of-state) at 23 percent and industrial sources at 13 percent.[19] In the Bay Area, fossil fuel consumption in the transportation sector (on-road motor vehicles, off-highway mobile sources, and aircraft) is the single largest source of the Bay Area's GHG emissions, accounting for just over half of the Bay Area's 85 million tons of GHG emissions in 2002. Industrial and commercial sources were the second largest contributors of GHG emissions with about one-fourth of total emissions. Domestic sources (e.g., home water heaters, furnaces, etc.) account for

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[17] California Air Resources Board (ARB), 2006a. Climate Change website (http://www.arb.ca.gov/cc/120106workshop/intropres12106.pdf) accessed December 4, 2007.

[18] Because of the differential heat absorption potential of various GHGs, GHG emissions are frequently measured in "carbon dioxide-equivalents," which present a weighted average based on each gas's heat absorption (or "global warming") potential.

[19] California Energy Commission, *Inventory of California Greenhouse Gas Emissions and Sinks: 1990 to 2004 - Final Staff Report*, publication # CEC-600-2006-013-SF, December 22, 2006; and January 23, 2007 update to that report. Available on the internet at: http://www.arb.ca.gov/cc/ccei/emsinv/emsinv.htm.

about 11 percent of the Bay Area's GHG emissions, followed by power plants at 7 percent. Oil refining currently accounts for approximately 6 percent of the total Bay Area GHG emissions.[20]

Statewide Actions

In 2005, in recognition of California's vulnerability to the effects of climate change, Governor Schwarzenegger established Executive Order S-3-05, which sets forth a series of target dates by which statewide emission of greenhouse gases (GHG) would be progressively reduced, as follows: by 2010, reduce GHG emissions to 2000 levels; by 2020, reduce GHG emissions to 1990 levels; and by 2050, reduce GHG emissions to 80 percent below 1990 levels.[21]

In 2006, California passed the California Global Warming Solutions Act of 2006 (Assembly Bill No. 32; California Health and Safety Code Division 25.5, Sections 38500, et seq., or AB 32), which requires the California Air Resources Board (CARB) to design and implement emission limits, regulations, and other measures, such that feasible and cost-effective statewide GHG emissions are reduced to 1990 levels by 2020 (representing a 25 percent reduction in emissions).

AB 32 establishes a timetable for the CARB to adopt emission limits, rules, and regulations designed to achieve the intent of the Act. CARB staff has prepared a scoping plan to meet the 2020 greenhouse gas reduction limits outlined in AB 32. In order to meet these goals, California must reduce its greenhouse gases by 30 percent below projected 2020 business as usual emissions levels, or about 10 percent from today's levels (2008). In December 2008, CARB adopted its AB 32 Scoping Plan, which estimates a reduction of 169 million metric tons of CO_2-eq ($MMTCO_2$-eq). Approximately one-third of the emissions reductions strategies fall within the transportation sector, and are expected to reduce GHG emissions by 60.2 $MMTCO_2$-eq. Emissions from the electricity sector are expected to reduce another 49.7 $MMTCO_2$-eq. Other reductions are expected from industrial sources, agriculture, forestry, recycling and waste, water, and emissions reductions from cap-and-trade programs. Local government actions and regional GHG targets are also expected to yield a reduction of 2 $MMTCO_2$-eq.[22]

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[20] BAAQMD, *Source Inventory of Bay Area Greenhouse Gas Emissions: Base Year 2002*, November 2006. Available on the internet at: http://www.baaqmd.gov/pln/ghg_emission_inventory.pdf.

[21] California Air Resources Board (CARB), *Climate Change Scoping Plan: A Framework for Change*, December 2008. Available on the internet at: http://www.climatechange.ca.gov/index.php. Accessed June 18, 2009.

[22] Ibid.

Local Actions

San Francisco has a history of environmental protection policies and programs aimed at improving the quality of life for San Francisco's residents and reducing impacts on the environment. The following plans, policies and legislation demonstrate San Francisco's continued commitment to environmental protection.

Transit First Policy. In 1973 San Francisco instituted the Transit First Policy which added Section 16.102 to the City Charter with the goal of reducing the City's reliance on freeways and meeting transportation needs by emphasizing mass transportation. The Transit First Policy gives priority to public transit investments; adopts street capacity and parking policies to discourage increased automobile traffic; and encourages the use of transit, bicycling and walking rather than use of single-occupant vehicles.

San Francisco Sustainability Plan. In July 1997 the Board of Supervisors approved the Sustainability Plan for the City of San Francisco establishing sustainable development as a fundamental goal of municipal public policy.

The Electricity Resource Plan (Revised December 2002). San Francisco adopted the Electricity Resource Plan to help address growing environmental health concerns in San Francisco's southeast community, home of two power plants. The plan presents a framework for assuring a reliable, affordable, and renewable source of energy for the future of San Francisco.

The Climate Action Plan for San Francisco. In February 2002, the San Francisco Board of Supervisors passed the Greenhouse Gas Emissions Reduction Resolution (Number 158-02) committing the City and County of San Francisco to a GHG emissions reduction goal of 20 percent below 1990 levels by the year 2012. In September 2004, the San Francisco Department of the Environment and the Public Utilities Commission published the Climate Action Plan for San Francisco: Local Actions to Reduce Greenhouse Gas Emissions.[23] The Climate Action Plan provides the context of climate change in San Francisco and examines strategies to meet the 20 percent greenhouse gas reduction target. Although the Board of Supervisors has not formally committed the City to perform the actions addressed in the Plan, and many of the actions require further development and commitment of resources, the Plan serves as a blueprint for GHG emission reductions, and several actions have been implemented or are now in progress.

San Francisco Municipal Transportation Agency's Zero Emissions 2020 Plan. The SFMTA's Zero Emissions 2020 plan focuses on the purchase of cleaner transit buses including hybrid diesel-electric buses. Under this plan hybrid buses will replace the oldest diesel buses, some dating back to 1988. The hybrid buses emit 95 percent less particle matter (PM, or soot) than the buses they replace, they produce 40% less oxides of nitrogen (NOx), and they reduce greenhouse gases by 30 percent.

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[23] San Francisco Department of the Environment and San Francisco Public Utilities Commission, *Climate Action Plan for San Francisco,* Local Actions to Reduce Greenhouse Emissions, September 2004.

Zero Waste. In 2004, the City of San Francisco committed to a goal of diverting 75 percent of its' waste from landfills by 2010, with the ultimate goal of zero waste by 2020. San Francisco currently recovers 69 percent of discarded material.

Construction and Demolition Debris Recovery Ordinance. In 2006 the City of San Francisco adopted Ordinance No. 27-06, requiring all construction and demolition debris to be transported to a registered facility that can divert a minimum of 65% of the material from landfills. This ordinance applies to all construction, demolition and remodeling projects within the City.

Greenhouse Gas Reduction Ordinance. In May 2008, the City of San Francisco adopted an ordinance amending the San Francisco Environment Code to establish City greenhouse gas emission targets and departmental action plans, to authorize the Department of the Environment to coordinate efforts to meet these targets, and to make environmental findings. The ordinance establishes the following greenhouse gas emission reduction limits for San Francisco and the target dates to achieve them:

- Determine 1990 City greenhouse gas emissions by 2008, the baseline level with reference to which target reductions are set;
- Reduce greenhouse gas emissions by 25 percent below 1990 levels by 2017;
- Reduce greenhouse gas emissions by 40 percent below 1990 levels by 2025; and
- Reduce greenhouse gas emissions by 80 percent below 1990 levels by 2050.

The ordinance also specifies requirements for City departments to prepare departmental Climate Action Plans that assess, and report to the Department of the Environment, GHG emissions associated with their department's activities and activities regulated by them, and prepare recommendations to reduce emissions. As part of this, the San Francisco Planning Department is required to: (1) update and amend the City's applicable General Plan elements to include the emissions reduction limits set forth in this ordinance and policies to achieve those targets; (2) consider a project's impact on the City's GHG reduction limits specified in this ordinance as part of its review under CEQA; and (3) work with other City departments to enhance the "transit first" policy to encourage a shift to sustainable modes of transportation thereby reducing emissions and helping to achieve the targets set forth by this ordinance.

Each of the policies and ordinances discussed above include measures that would decrease the amount of greenhouse gases emitted into the atmosphere and decrease San Francisco's overall contribution to climate change.

Impacts

Although neither the Bay Area Air Quality Management District (BAAQMD) or any other agency has adopted significance criteria for evaluating a project's contribution to climate change, the Office of Planning and Research (OPR) has asked the California Air Resources Board to "recommend a method for setting thresholds of significance to encourage consistency and uniformity in the CEQA analysis of GHG emissions" throughout the state because OPR has recognized that "the global nature of climate

change warrants investigation of a statewide threshold for GHG emissions."[24] In the interim, on June 19, 2008 OPR released a Technical Advisory for addressing climate change through CEQA review. OPR's technical advisory offers informal guidance on the steps that lead agencies should take to address climate changes in their CEQA documents, in the absence of statewide thresholds. OPR will develop, and the California Resources Agency will certify and adopt amendments to the CEQA guidelines on or before January 1, 2010, pursuant to Senate Bill 97.

The informal guidelines in OPR's technical advisory provide the basis for determining proposed project's contribution of greenhouse gas emissions and the project's contribution to global climate change. In the absence of adopted statewide thresholds, OPR recommends the following approach for analyzing greenhouse gas emissions:

1) Identify and quantify the project's greenhouse gas emissions;
2) Assess the significance of the impact on climate change; and
3) If the impact is found to be significant, identify alternatives and/ or mitigation measures that would reduce the impact to less than significant levels.

The following analysis is based on OPR's recommended approach for determining a project's contribution to and impact on climate change.

Identifying and quantifying a project's greenhouse gas emissions. OPR's technical advisory states that "the most common GHG that results from human activity is carbon dioxide, followed by methane and nitrous oxide." State law defines GHG to also include hydrofluorocarbons, perfluorocarbons and sulfur hexafluoride. These latter GHG compounds are usually emitted in industrial processes, and therefore not applicable to the proposed project, however, the GHG calculation does include emissions from CO_2, N_2O, and CH_4, as recommended by OPR. The informal guidelines also advise that lead agencies should calculate, or estimate, emissions from vehicular traffic, energy consumption, water usage and construction activities. The proposed project would emit greenhouse gases during operational phases related to additional street lighting and an incremental number of new vehicle trips (estimated at six new vehicle miles traveled per week). These emissions, estimated at 5.6 metric tons of CO_2-eq, would clearly be less than significant.

The majority of GHG emissions would occur during the construction phase of the proposed project. According to the Bay Area Air Quality Management District, construction emissions represent a small portion of the Bay Area's GHG emissions, less than two percent.[25] Construction of the proposed project

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[24] Governor's Office of Planning and Research. *Technical Advisory- CEQA and Climate Change: Addressing Climate Change to the California Environmental Quality Act (CEQA) Review.* June 19, 2008. This document is available online at the Office of Planning and Research's website at: www.opr.gov. Accessed 07/24/2008.

[25] Bay Area Air Quality Management District (BAAQMD).*Workshop Draft Thresholds Options Report, California Environmental Quality Act Thresholds of Significance.* April 2009. This document is available online at the BAAQMD's website at: http://www.baaqmd.gov/. Accessed August 21, 2009.

would emit 3,545 tons CO_2-eq.[26] The table presented below includes construction emissions in terms of CO_2-eq.[27]

Project	Emissions Source	Greenhouse Gas Emissions
Pier 43 Bay Trail Promenade	Construction Emissions	1,795.96
	Concrete Emissions	468
	Sub-total	**2,263.96**
Bayfront Park Shoreline	270.43	235
Warm Water Cove	Construction Emissions	9.51
Islais Creek		
Pier 80 Shoreline Landscaping	Construction Emissions	0.72
Tennessee/Third Street Connection	Construction Emissions	268.09
	Concrete Emissions	128
Pile Removal	Construction Emissions	135.08
Illinois/ Third Street Connection	Construction Emissions	357.88
	Concrete Emission	111
	Sub-total	**1,000.77**
	Total	**3,544.7**

Assessing the significance of the impact on climate change. The project's incremental increases in GHG emissions incurred during the construction phase would contribute to regional and global increases in GHG emissions and associated climate change effects.

OPR encourages public agencies to adopt thresholds of significance, but notes that public agencies are not required to do so. Until a statewide threshold has been adopted, the Department analyzes a proposed project's contribution to climate change against the following significance criteria:

1) Does the project conflict with the state goal of reducing GHG emissions in California to 1990 levels by 2020, as set forth by the timetable established in AB 32 (California

[26] Construction emissions and annual emissions are not intended to be additive as they occur at different points in the project's lifecycle. Construction emissions are one-time emissions that occur prior to building occupancy. Annual emissions are incurred only after construction of the proposed project and are expected to occur annually for the life of the project.

[27] Construction emissions of carbon dioxide (CO_2) were calculated based on URBEMIS 2007 9.2.4 software. Attachment 2 of the Office of Planning and Research's *Technical Advisory- CEQA and Climate Change: Addressing Climate Change to the California Environmental Quality Act (CEQA) Review,* (June 19, 2008) lists and describes modeling tools used to calculate greenhouse gas emissions. URBEMIS is currently the only tool identified that has the capacity to calculate a project's CO_2 emissions from construction activities. It does not, however, calculate emissions from N_2O or CH_4, nor does any other modeling tool currently available. However emissions of these compounds would be a fraction of the total greenhouse gas emissions and therefore CO_2 is used as an indicator to estimate the construction-related emissions of the proposed project.

Global Warming Solutions Act of 2006), such that the project's GHG emissions would result in a substantial contribution to global climate change. **AND**

2) Does the proposed project conflict with San Francisco's Climate Action Plan such that it would impede implementation of the local greenhouse gas reduction goals established by San Francisco's Greenhouse Gas Reduction Ordinance.

Given that construction emissions in the Bay Area represent a minimal amount of GHG emissions and that the proposed project would contribute to only a portion of these emissions, the proposed project would not contribute considerably to the cumulative effects of GHG emissions such that it would impair the state's ability to implement AB32, nor would the proposed project conflict with San Francisco's local actions to reduce GHG emissions.

OPR's guidance states that, "Although climate change is ultimately a cumulative impact, not every individual project that emits GHGs must necessarily be found to contribute to a significant cumulative impact on the environment. CEQA authorizes reliance on previously approved plans and mitigation programs that have adequately analyzed and mitigated GHG emissions to a less than significant level as a means to avoid or substantially reduce the cumulative impact of a project" And, "In determining whether a proposed project's emissions are cumulatively considerable, the lead agency must consider the impact of the project when viewed in connection with the effects of "past, current and probable future projects."

As discussed previously, San Francisco has been actively pursuing cleaner energy, transportation and solid waste policies. In an independent review of San Francisco's community wide emissions it was reported that San Francisco has achieved a 5% reduction in communitywide greenhouse gas emissions below the Kyoto Protocol 1990 baseline levels. The 1997 Kyoto Protocol sets a greenhouse gas reduction target of 7% below 1990 levels by 2012. The "community-wide inventory" includes greenhouse gas emissions generated by San Francisco by residents, businesses, and commuters, as well as municipal operations. The inventory also includes emissions from both transportation sources and from building energy sources.

Probable future greenhouse gas reductions will be realized by implementation of San Francisco's recently approved Green Building Ordinance. Additionally, the recommendations outlined in the Draft AB 32 Scoping Plan will likely realize major reductions in vehicle emissions.

Further, the proposed project would be required to comply with the Construction Demolition and Debris Ordinance, requiring at least 65 percent of all non-hazardous construction material to be recycled. Given that: (1) the proposed project would not contribute significantly to global climate change such that it would impede the State's ability to meet its greenhouse gas reduction targets under AB 32, or impede San Francisco's ability to meet its greenhouse gas reduction targets under the Greenhouse Gas Reduction Ordinance; (2) San Francisco has implemented programs to reduce greenhouse gas emissions specific to new construction and renovations of residential and commercial

developments; (3) San Francisco's sustainable policies have resulted in the measured success of reduced greenhouse gas emissions levels, and (4) current and probable future state and local greenhouse gas reduction measures will continue to reduce a project's contribution to climate change, the proposed project would not contribute significantly, either individually or cumulatively, to global climate change.

e. Odors. The project would not result in a perceptible increase or change in odors on the project site or in the vicinity of the project, as it would not include uses prone to generate odors.

Cumulative Air Quality. The proposed project would be generally consistent with the *General Plan* and air quality management plans such as the *Bay Area 2000 Clean Air Plan,* and the *Bay Area 2005 Ozone Strategy.* Additionally, the *General Plan, Planning Code,* and the City Charter implement various transportation control measures identified in the City's Transit First Program, bicycle parking regulations, transit development fees, and other actions. Accordingly, the proposed project would not contribute considerably to cumulative air quality impacts; including potential climate change impacts, nor would it interfere with implementation of the *Bay Area 2005 Ozone Strategy* or *2001 Ozone Attainment Plan,* which are the applicable regional air quality plans developed to improve air quality towards attaining the state and federal air quality standards. As such, operational characteristics of the proposed project would not result in cumulatively considerable increases in regional air pollutants.

Topics:	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*	*Not Applicable*
8. WIND AND SHADOW—Would the project:					
a) Alter wind in a manner that substantially affects public areas?	☐	☐	☐	☒	☐
b) Create new shadow in a manner that substantially affects outdoor recreation facilities or other public areas?	☐	☐	☐	☒	☐

a. Wind. The proposed open space improvements would not include buildings or other structures that would alter wind on the newly improved open spaces, nor on surrounding development. Therefore, the project would not result in significant effects related to wind.

b. Shadow. Section 295 of the *Planning Code* was adopted in response to Proposition K (passed November 1984) in order to protect certain public open spaces from shadowing by new structures

during the period between one hour after sunrise and one hour before sunset, year round. Section 295 restricts new shadow upon public spaces under the jurisdiction of the Recreation and Park Department by any structure exceeding 40 feet unless the City Planning Commission finds the impact to be insignificant. The proposed open space improvements would not include buildings or other structures that would cast shadows on the newly created open space, nor on surrounding development. Therefore, no shadow effects would ensue as a result of the proposed open space improvements.

Topics:	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*	*Not Applicable*
9. RECREATION—Would the project:					
a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facilities would occur or be accelerated?	☐	☐	☐	☒	☐
b) Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?	☐	☐	☐	☒	☐
c) Physically degrade existing recreational resources?	☐	☐	☐	☒	☐

a. – c. Parks and Recreation. In 1998, the City of San Francisco initiated the Great Parks for a Great City Assessment Project to determine the condition of the park system as well as to determine future needs. In August of 2004, the San Francisco Recreation and Park Department published a Recreation Assessment Report that evaluates the recreation needs of San Francisco residents.[28] Nine service area maps were developed for the Recreation Assessment Report. The service area maps were intended to help Recreation and Park Department staff and key leadership assess where services are offered, how equitable the service delivery is across the City and how effective the service is as it applies to participating levels overlaid against the demographics of where the service is provided. In addition, In February 2008, the San Francisco voters approved the Proposition A Clean and Safe Parks Measure, which provided $185 million in City General Fund Bond funding for specified types of public park

[28] San Francisco Recreation and Park Department, Recreation Assessment Report, August 2004. This document is on file and available for public review by appointment at the Planning Department, 1650 Mission Street, 4th Floor, and is available online at http://www.parks.sfgov.org/site/recpark_index.asp?id=27310.

projects to be carried by the San Francisco Recreation and Parks Department or the Port of San Francisco. The proposed open space improvements would increase the locations and area available to the public for passive recreational enjoyment of the San Francisco Bay waterfront within the Fisherman's Wharf, Mission Bay, Central Waterfront and Islais Creek Channel areas of the Port. Therefore, the proposed project by establishing new parks and open space, would not result in substantial physical deterioration of existing recreational resources, and there would be no significant effect on recreational facilities.

Cumulative Recreation Facility Impacts. The proposed open space improvements would increase the locations and areas available to the public for passive recreational enjoyment of the San Francisco Bay waterfront within the Fisherman's Wharf, Mission Bay, Central Waterfront, and Islais Creek Channel areas of the Port. Thus, the proposed project would not have a significant effect on recreation or community facility resources, nor would the project contribute to any significant cumulative effects on recreational resources.

Topics:	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*	*Not Applicable*
10. UTILITIES AND SERVICE SYSTEMS—Would the project:					
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☐	☐	☒	☐	☐
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☐	☒	☐
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☐	☒	☐
d) Have sufficient water supply available to serve the project from existing entitlements and resources, or require new or expanded water supply resources or entitlements?	☐	☐	☒	☐	☐
e) Result in a determination by the wastewater treatment provider that would serve the project that it has inadequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☒	☐	☐
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	☐	☐	☒	☐	☐

Topics:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Not Applicable
g) Comply with federal, state, and local statutes and regulations related to solid waste?	☐	☐	☐	☒	☐

The proposed improvements would create pedestrian amenities and passive recreation opportunities for public enjoyment and appreciation of the Bay to serve existing planned populations and/or visitors to the various proposed locations (Fisherman's Wharf, Mission Bay, Central Waterfront and Islais Creek Channel). As such, the proposed improvements would not substantially increase the existing demand for utilities and/or public services in the area, nor would there be a substantial increase in solid waste volumes, energy or water consumption.

a. – c. and e. Wastewater/Stormwater. The Port's Storm Water Management Guidelines set forth construction and operational practices for existing and newly constructed facilities on Port properties to manage and treat storm water runoff so as to comply with applicable storm water regulations of the San Francisco Regional Water Quality Control Board (RWQCB). The proposed open space improvements would incorporate design specifications and best management practices to meet those environmental regulatory requirements and would not conflict with RWQCB requirements. The project would not require substantial expansion of wastewater/stormwater treatment facilities or an extension of a sewer trunk line as the project sites are all currently served by existing facilities. As no new wastewater/stormwater infrastructure would be required to serve the project, no significant effects would result.

d. Water Supply. All large-scale projects in California subject to CEQA are required to obtain an assessment from a regional or local jurisdiction water agency to determine the availability of a long-term water supply sufficient to satisfy project-generated water demand under Senate Bill 610 and Senate Bill 221.[29] Under Senate Bill 610, a Water Supply Assessment (WSA) is required if a proposed project is subject to CEQA review in an EIR or Negative Declaration and is any of the following: (1) a residential development of more than 500 dwelling units; (2) a shopping center of business employing more than 1,000 persons or having more than 500,000 sf of floor space; (3) a commercial office building employing more than 1,000 persons or having more than 250,000 sf of floor space; (4) a hotel or motel with more than 500 rooms; (5) an industrial or manufacturing establishment hosing more than 1,000

[29] California Department of Water Resources (2003). Guidebook for Implementation of Senate Bill 610 and Senate Bill 221 of 2001. Available at www.owue.water.ca.gov/Guidebook_101003.pdf. Accessed on July 2, 2008.

persons or having more than 650,000 sf or 40 acres; (6) a mixed-use project containing any of the foregoing; or (7) any other project that would have a water demand at least equal to a 500 dwelling unit project. The proposed project would not exceed any of these thresholds and therefore, would not be required to prepare a WSA.

In May 2002, the SFPUC adopted a resolution finding that the SFPUC's Urban Water Management Plan (UWMP) adequately fulfills the requirements of the water assessment for water quality and wastewater treatment and capacity as long as a project is covered by the demand projections identified in the UWMP, which includes all known or expected development projects and projected development in San Francisco at that time through 2020. The UWMP uses growth projections prepared by the Planning Department and Association of Bay Area Governments (ABAG) to estimate future water demand. Therefore, the project would not exceed the UWMP's water supply projections.

Considering the above, the proposed project, both individually and cumulative, would not have a significant effect on water supply.

f. Solid Waste. Solid waste generated in San Francisco is transported to and disposed of at the Altamont Landfill. The landfill has a permitted peak maximum daily disposal of 11,150 tons per day and is currently operating at approximately 4,000 to 5,000 tons per day. The landfill has an annual solid waste capacity of 2,226,500 tons for the City of San Francisco. However, the City is well below its allowed capacity, generating approximately 550,000 tons of solid waste in 2005.

Recycling, composting, and waste reduction efforts are expected to increasingly divert waste from the landfill. The City Board of Supervisors adopted a plan in 2002 to recycle 75 percent of annual wastes generated by 2010. The project would be expected to participate in the City's recycling and composting programs and other efforts to reduce the solid waste disposal stream. The Altamont Landfill is expected to remain operational for 20 or more years, and has current plans to increase capacity by adding 250 additional acres of fill area. With the City's increase in recycling efforts and the Altamont Landfill expansion, the City's solid waste disposal demand could be met through at least 2026. Given the existing and anticipated increase in solid waste recycling and the proposed landfill expansion in size and capacity, and the fact that no residential or commercial uses are proposed, the impacts on solid waste facilities from the project would be less than significant.

Cumulative Utilities and Service Systems Impacts. Given that existing service management plans address anticipated growth in the region and the nature of the proposed project which does not include residential or commercial uses, the project would not have a significant cumulative effect on utility service provision or facilities.

Topics:	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*	*Not Applicable*
11. PUBLIC SERVICES— Would the project:					
a) Result in substantial adverse physical impacts associated with the provision of, or the need for, new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any public services such as fire protection, police protection, schools, parks, or other services?	☐	☐	☐	☒	☐

a. Police Protection Services. Development of the project would improve existing public open spaces to the project area. This increased intensity of use is not expected to either increase the service calls to the San Francisco Police Department (SFPD) or increase crime prevention activities and additional policing of the project area. The closest police stations to the Pier 43 Bay Trail Promenade are the Central and Northern Stations located at 766 Vallejo Street and 1125 Fillmore Street, respectively. The closest police stations to the Bayfront Park are the Bayview and Southern Stations located at 201 Williams Street and 850 Bryant Street, respectively. The Bayview Station is also the closest police station to Islais Creek and Warm Water Cove.[30] No new stations are proposed in the project vicinity; however, the SFPD has sufficient resources to accommodate the proposed project. Given the nature of the proposed project, it would not necessitate the construction of a new police station. Overall, the project would not have a significant effect on police protection services.

Fire Protection Services. The proposed open space improvements are not expected to increase the demand for fire protection services within the project area. By improving existing open spaces, the number of calls for services from the project would not be expected to increase and would not likely be

[30] San Francisco Police Department website: http://www.sfgov.org/site/police_index.asp?id=47784. Accessed September 11, 2009.

substantial in light of the existing demand and capacity for fire suppression and emergency medical services in the City.

The project would be required to comply with all regulations of the 2001 California Fire Code, which establishes requirements pertaining to fire protection systems, including the provision of state-mandated smoke alarms, fire extinguishers, appropriate building access, and emergency response notification systems. Project construction would be required to conform to the provisions of the Building and Fire Codes. The project would comply with those provisions. The proposed project would also not create the need for new fire protection facilities that would result in impacts to the physical environment. Overall, the proposed project would result in less-than-significant impacts related to fire protection services.

Schools. The proposed open space improvements would not contribute to the need for new school facilities, and would result in no impacts to the physical environment.

Community Facilities. The proposed open space improvements would not increase the demand for libraries, community centers, and other public facilities. Due to the nature of the proposed project, library services, community centers, and other public facilities would have less-than-significant impacts related to the project.

Cumulative Public Services Impacts. The proposed project is not expected to incrementally increase demand for public services, especially not beyond levels anticipated and planned for by public service providers. Thus, project-related impacts to public services would not be cumulatively considerable.

Topics:	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*	*Not Applicable*
12. BIOLOGICAL RESOURCES— Would the project:					
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☒	☐	☐	☐

Topics:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact	Not Applicable
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☒	☐	☐	☐
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☒	☐	☐
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☒	☐	☐	☐
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☒	☐	☐
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☒	☐	☐

a. – e. Habitat and Wildlife. The proposed open space improvements are all located in developed urban or industrial settings, where there is little potential to impact special-status species (i.e. species that are state or federally designated as candidate, threatened, endangered, protected, or species of special concern). However, some construction activities in and over water could impact fish habitat or special-status species. Central California coast steelhead, Chinook salmon, and Green sturgeon are federally designated as threatened or endangered (depending on specific population), and either migrate through, or in the case of Green sturgeon, reside in San Francisco Bay. Pacific Herring is not designated as a special-status species, but herring, which spawn in San Francisco Bay, support a productive commercial fishery and are an important source of food for larger fish. The San Francisco Bay is deemed Essential Fish Habitat for various species of sole, rockfish and shark regulated under the Magnuson-Stevens Fisheries Conservation and Management Act. Longfin Smelt ranges throughout San Francisco Bay and is listed as a threatened species under the California Endangered Species Act.

Pile-driving (i.e. for construction of new pile-supported promenades at Pier 43 and Islais Creek) could impact these fish species by disturbing sediment, which could impact herring spawn that may have settled in the vicinity, or by creating underwater sound that generates a pressure wave that can injure

or kill fish. To address these potential impacts, pile-driving (and certain other construction activities that would not be part of the proposed project) is generally limited to certain times of year. To prevent impact to herring spawning from pile-driving, or other construction activities, that could generate significant sediment in surrounding waters, such activities are to be conducted between March and October.

To prevent adverse impact to fish from underwater sound, projects can be designed and constructed in a manner that minimizes underwater pile-driving noise, such as, using wood piles, small diameter (≤ 12") piles, wood pile caps during installation, a vibratory pile-driving hammer, and/or installing piles during times that salmonid fish are not migrating through the bay (June through November). In some cases, depending on the pile size, material, and installation method and timing, noise attenuation measures, such as an air barrier around pile-driving activities, may be required to ensure that there is no significant impact.

The restrictions on timing of construction in and over water, and other measures to prevent adverse effects to aquatic species, are implemented by existing regulatory programs. The Port would be required to obtain Army Corps of Engineers (ACOE) authorization for project construction that involves work in or over water, including pile-driving, placement of riprap within the intertidal zone, and demolition of dilapidated structures in navigable waters. Project-specific construction activities would dictate the type of ACOE authorization required, and may trigger ACOE's formal or informal consultation with the National Oceanic and Atmospheric Administration – National Marine Fisheries Service (NOAA Fisheries), the Department of Fish and Game, and other agencies charged with the protection of biological resources. Based on such consultation, the ACOE imposes specific permit requirements as warranted to protect biological resources. NOAA has established standard measures for pile-removal, which would be incorporated into the ACOE authorization of the Port's removal of piles and appurtenant dilapidated wood structures.

Implementation of Mitigation Measure M-BI-1 would reduce this potentially-significant impact to a less-than-significant level.

> **Mitigation Measure M-BI-1: Pile-driving Noise Measures for Aquatic Species.** The Project Sponsor shall comply with measures prescribed in the February 17, 2007 Army Corps/NOAA programmatic biological opinion "Proposed Procedures for Permitting Projects That Will Not

Adversely Effect Selected Listed Species in California." Project sponsor shall plan pile-driving to minimize potential impact on aquatic species, including:

- When finalizing Project design, reduce the number and size of piles, if feasible, and use wood or other solid piles to the extent feasible.
- Drive piles with a vibratory device instead of an impact hammer to the greatest extent possible.
- Schedule pile-driving to occur between June 1 and November 30 for steel piles exceeding 12" nominal diameter and concrete piles exceeding 18" nominal diameter.
- Utilize a cushioning block between the hammer head and pile.
- If marine mammals are observed within 1,500 feet of the Project Site, allow them to completely exit the Project Site before pile driving resumes.

For pile-driving activities that are not approved subject to the 2007 Army Corps/NOAA programmatic document, the Project Sponsor shall monitor underwater sound level in accordance with a monitoring plan approved by NOAA Fisheries. Depending on the pile specifics, (material, size, hammer, etc) pile-driving may exceed limits on peak underwater sound pressure (for single strikes) or accumulated sound exposure level (for multiple strikes). Project Sponsor shall implement noise attenuation measure (e.g. bubble curtain or air barrier) to reduce underwater sound pressure to below applicable thresholds: 206 dB referenced to 1 micropascal for peak pressure (single strike) and 183 dB referenced to 1 micropascal squared-second for accumulated sound exposure level (multiple strikes). It may be necessary to restrict pile driving to periods of low tide to minimize the in-water portion of the pile and therefore the sound created.

If seasonal or tidally-based work restrictions are not feasible, it will be necessary to install an air barrier between the pile and the surrounding water. This approach effectively disrupts the sound pressure as it travels from water to air then back to water. One way to do this is encase the new piles within a slightly larger hollow pile and pump air into the gap. Alternatively, bubble curtains created by pipes placed on the seabed where the pile enters the ground also effectively disrupt pressure waves.

Although the dilapidated piles and wharves along the Port's waterfront do not offer significant habitat for any special-status species, some species that are protected under the Federal Migratory Bird Treaty

Act use these structures as roosting and/or nesting habitat. A study of bird habitat along the Port's southern waterfront[31], including some of the derelict structures proposed for removal as part of the Islais Creek shoreline improvements, found Western Gulls roosting and nesting at many of the sites surveyed, and Caspian Terns roosting and nesting on dilapidated structures remaining from the former "Pier 64" offshore of the Mission Bay area shoreline south of Bayfront Park. Caspian Tern's nesting on the remnants of Pier 64 is noteworthy as it is the only identified Caspian Tern nesting area in San Francisco. The proposed Bayfront Park shoreline stabilization would not involve demolition or removal of the structures used by Caspian Terns, would be conducted by equipment operating on land, and would be sufficiently distant from the former Pier 64 area that it would not pose a significant risk of adverse impact to their nesting activities.

Western Gulls were observed nesting on some of the dilapidated structures potentially slated for removal from Islais Creek. While Western Gulls and their nesting sites are abundant along the Port's waterfront, the loss of active nests of Western Gulls would be considered a violation of the Migratory Bird Treaty Act, which would result in a potentially-significant impact. Implementation of Mitigation Measure M-BI-2 would reduce this potentially-significant impact to a less-than-significant level.

> **Mitigation Measure M-BI-2: Western gulls.** To the extent feasible, the Port will not undertake demolition or removal of structures where Western Gulls have been observed nesting from April 15 to August 30. If demolition and removal of such structures during the nesting season (April 15 through August 30) cannot be avoided, the Port shall implement the following measures:
>
> - Prior to the beginning of nesting season, the Port shall survey the structures slated for demolition or removal. If nests or remains of nests from previous seasons are found, indicating that gulls may return to those locations during nesting season, then they will be removed. The Port shall install wire mesh or nets or other means of preventing nesting, and subsequently inspect the installation to ensure that the barriers to nesting are effective.
>
> - If barriers to nesting prove infeasible or ineffective, the Port shall undertake hazing, an intentional disturbance and removal of nests prior to egg laying, to

[31] "Southern Waterfront Monitoring at the Port of San Francisco", Golden Gate Audubon Society San Francisco Conservation Committee and San Francisco Bay Bird Observatory, 2007.

prevent birds from nesting during the construction period. Beginning at least two weeks prior to the onset of nesting season, hazing would require that one or more persons inspect the subject structures at least every other day to disrupt any nests before they have eggs in them. Once they have eggs, the nests cannot be disturbed.

e. Trees. The proposed project would not remove any trees in the project area, and the proposed project would not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.

f. Habitat Plan. No Habitat Conservation Plan or other approved conservation program is applicable to the project site. No mature trees are located on the project site.

Cumulative Biological Resources Impacts. As stated above, the proposed project would require some construction activities in and over water which have the potential to impact fish habitat or special-status species. However, implementation of Mitigation Measure M-BI-1 would reduce impacts to a less-than-significant level. In addition, implementation of M-BI-2 would ensure the project does not violate the Migratory Bird Treaty Act. Therefore, the proposed project would not contribute to potentially significant cumulative effects related to biological resources.

Topics:	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*	*Not Applicable*
13. GEOLOGY AND SOILS— Would the project:					
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:					
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? (Refer to Division of Mines and Geology Special Publication 42.)	☐	☐	☐	☒	☐
ii) Strong seismic ground shaking?	☐	☐	☒	☐	☐
iii) Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐	☐
iv) Landslides?	☐	☐	☐	☒	☐
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐	☐

Topics:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Not Applicable
c) Be located on geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	☐	☐	☒	☐	☐
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code, creating substantial risks to life or property?	☐	☐	☐	☐	☒
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	☐	☐	☐	☐	☒
f) Change substantially the topography or any unique geologic or physical features of the site?	☐	☐	☐	☒	☐

The project site is not located on expansive soil and septic tanks and/or alternative waste water disposal systems would not be required. As such, topic 13d and e are not discussed in detail below.

a. – c. Seismic and Geologic Hazards. The *San Francisco General Plan* Community Safety Element contains maps that show areas of the City subject to geologic hazards. These maps indicate that the project site is located in an area subject to nonstructural damage ground shaking from earthquakes along the San Andreas (Map 2) and Northern Hayward (Map 3) Faults, and other faults in the San Francisco Bay Area. The project site is also located in an area of liquefaction potential (Map 4) and is located within a tsunami run-up area (Map 6). The project site is not within a mapped area of potential landslide hazard (Map 5) or subject to potential inundation due to reservoir failure (Map 7).

The proposed open space sites would be expected to be subject to strong to violent ground shaking, corresponding to a Modified Mercalli Scale shaking intensity of IX,[32] from an earthquake along the San Andreas or Hayward faults. In addition, as previously mentioned, the project is located in areas of liquefaction potential.

A range of effects due to ground shaking could occur in the event of an earthquake on one of the regional faults, including structural damage directly from ground shaking, or from secondary effects,

[32] The Modified Mercalli (MM) intensity scale is commonly used to measure, and to describe in lay terms, earthquake effects due to ground shaing. The MM values for intensity range from I (earthquake not felt) to XII (damage nearly total). Intensities ranging from IV to X could cause moderate to significant structural damage.

such as differential settlement, lateral spreading, and liquefaction. Such damage could place people at risk of injury, and differential settlement can fracture or sever underground utility conduits.

Although some structural damage due to seismic shaking and liquefaction is typically unavoidable during an earthquake, building codes and construction ordinances have been established to protect against building collapse and major injury during a seismic event. In accordance with these requirements, prior to construction, a site-specific geotechnical investigation would be conducted and site-specific recommendations would be made for the construction of the pile-supported and riprap-edged open space proposed. The recommendations and final building plans would be subject to review and compliance with standards and requirements of the Port Building Code prior to issuance of Port building permits.

In reviewing building plans, the Port Engineering Division refers to a variety of information sources to determine existing hazards and assess design and construction requirements. Sources reviewed include maps of special Geologic Study Areas in San Francisco as well as working knowledge of areas of special geologic concern. Site-specific geotechnical reports would inform the engineering requirements of each of the proposed open space improvements to comply with applicable Port Building Code standards, and the risk from earthquake-induced ground shaking and liquefaction is acceptable within the context of seismic risk throughout the Bay Area. The proposed project would be an improvement over existing conditions. Therefore, the project would not result in significant effects with regard to earthquake-induced ground shaking or liquefaction.

Erosion. Because the project sponsor is required to implement construction Best Management Practices listed on the Stormwater Pollution Prevention Program "Checklist for Construction Requirements," implementation of erosion and sedimentation control measures, as required by the City and/or agencies, would minimize short-term construction-related erosion impacts to less-than-significant.

The proposed project would be required to conform to the Port Building Code, which ensures the safety of all new construction in the City. Decisions about appropriate foundation design and whether additional background studies are required would be considered as part of Port Building Department's review process. In light of the above, the proposed project would not result in a significant effect related to seismic and geologic hazards.

f. Topography. The proposed open space improvements are located along the waterfront and are generally flat with no unique topography. The proposed project would have no impact with respect to topographical features of the site.

Cumulative Geologic and Soil Impacts. Geology impacts are generally site-specific and do not have cumulative effects with other projects. Cumulative development would be subject to the same design review and safety measures as the proposed project. These measures would render the geologic effects of cumulative project to less-than-significant levels. Thus, the project would not have a significant effect on geological or soil resources, nor would the project contribute to any significant cumulative effects on geology or soils.

Topics:	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporation*	*Less Than Significant Impact*	*No Impact*	*Not Applicable*
14. HYDROLOGY AND WATER QUALITY— Would the project:					
a) Violate any water quality standards or waste discharge requirements?	☐	☐	☒	☐	☐
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	☐	☐	☐	☒	☐
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner that would result in substantial erosion of siltation on- or off-site?	☐	☐	☐	☒	☐
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site?	☐	☐	☐	☒	☐
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	☐	☐	☐	☒	☐
f) Otherwise substantially degrade water quality?	☐	☐	☒	☐	☐
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other authoritative flood hazard delineation map?	☐	☐	☐	☐	☒

Topics:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact	Not Applicable
h) Place within a 100-year flood hazard area structures that would impede or redirect flood flows?	☐	☐	☐	☐	☒
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	☐	☐	☐	☒	☐
j) Expose people or structures to a significant risk of loss, injury or death involving inundation by seiche, tsunami, or mudflow?	☐	☐	☐	☒	☐

a., b., and f. Water Quality. Construction of the open space improvements would involve activities that could impact water quality, including demolition of existing and construction of new pile-supported structures, removal of piles and other derelict wood structures, pile-driving, riprap placement, and landscaping (if within the intertidal zone, potentially at Pier 80 shoreline in Islais Creek). However, all of these activities would require permits and authorizations from agencies that would ensure the protection of water quality, including:

- The United States Army Corps of Engineers (ACOE) authorizes the above-referenced construction activities by letter of permission, in which the work is authorized subject to the requirements of blanket "Nationwide" permits for certain types of work, or by issuing project-specific permits.

- The RWQCB issues a "401 Water Quality Certification" authorizing work and imposing water quality protection provisions as warranted based on the specific project, in accordance with Section 401 of the Clean Water Act. Alternatively (for projects that do not require a federal action, such as issuance of an ACOE permit), the RWQCB may issue (or in cases with minimal potential for impact to water quality, waive) "Waste Discharge Requirements" or a conditional authorization, authorizing work subject to project-specific conditions established to prevent water quality impacts.

- The Bay Conservation and Development Commission (BCDC) regulates waterfront construction activities such as those that would be undertaken to complete the subject projects through project-specific permits, or could authorize certain activities under the Port's existing

BCDC permit for maintenance of Port facilities. In either case, the work would be subject to permit conditions designed to protect water quality.

- Construction projects involving disturbance of one acre or more of land would be subject to the State Water Resources Control Board "General Permit for Storm Water Discharges Associated with Construction Activity" (General Permit for Construction), which requires development of a project-specific Storm Water Pollution Prevention Plan (SWPPP) and implementation of "Best Management Practices" (BMPs) as described in the SWPPP.

For projects that are subject to numerous regulations and permits that impose water quality protection and other environmental protection (e.g. air quality, biological resources) requirements, the Port may require its construction contractor to prepare an "Environmental Protection Plan" (EPP) that consolidates all applicable requirements into a single document. The EPP would include or consist of other required plans, such as a SWPPP, Construction Dust Control Plan, Soil Management Plan, or other stand-alone plans required by regulation or permit. The EPP serves as a valuable planning tool and provides the Port with a mechanism to communicate and enforce environmental protection measures required by regulatory agencies or permits, or measures imposed by the Port. Some projects may be exempt from certain permit requirements because they don't trigger regulatory thresholds, but the Port would impose environmental protection requirements as applicable to the project. For example, demolition and construction over water does not disturb one or more acres of land, and therefore would not be subject to the General Permit for Construction, but these activities can and should include implementation of applicable Best Management Practices as would be required by that permit. Similarly, some portions of the Port's northern waterfront, including Pier 43, are exempt from certain ACOE permitting requirements due to their designation as non-navigable waters, but construction activities in these areas pose the same potential to impact water quality as they would elsewhere. In such cases, the Port would require the contractor to establish water quality and other environmental protection measures applicable to the subject project in its EPP and implement them during execution of the work.

The proposed open space improvements would offer some water quality benefits by removing creosote-treated wood, which has been demonstrated to cause contamination of sediment in the vicinity of creosote-treated piles and toxicity to herring eggs settled on creosote-treated piles. Placement of riprap and new landscaping would prevent erosion and runoff of sediment into the bay.

Additionally, to the extent applicable, such as at Warm Water Cove, the open space improvements would be designed to incorporate natural systems-based storm water management features, such as vegetated swales, that promote retention and infiltration of storm water and minimize potential for storm water pollution. Such storm water management features can also offer aesthetic and habitat value. Therefore, groundwater resources would not be substantially degraded or depleted, and the project would not substantially interfere with groundwater recharge.

Any exposure of soil during site preparation would occur below street grade, and since the project site is relatively level, there would be low potential for flooding, erosion, or siltation resulting from the project. Therefore the project would not substantially degrade the public water supply or groundwater quality.

c. – e. Drainage. The proposed open space improvements would not change the amount of impervious surface area nor measurably affect current runoff or groundwater. Therefore, neither groundwater resources nor runoff and drainage would be adversely affected.

g. – i. Flood Hazard. Development in the City and County of San Francisco must account for flooding potential. Areas located on fill or bay mud can subside to a point at which the sewers do not drain freely during a storm (and sometimes during dry weather) and there can be backups or flooding near these streets and sewers. The proposed project falls within an area in the City prone to flooding during storms, especially where ground stories are located below an elevation of 0.0 City Datum or, more importantly, below the hydraulic grade line or water level of the sewer.

The City has implemented a review process to avoid flooding problems caused by the relative elevation of the structure to the hydraulic grade line in the sewers. Applicants for building permits for either new construction, change of use (Planning) or change of occupancy (Building Inspection), or for major alterations or enlargements are referred to the SFPUC for a determination of whether the project would result in ground-level flooding during storms. The side sewer connection permits for these projects need to be reviewed and approved by the SFPUC at the beginning of the review process for all permit applications submitted to the Planning Department, the Department of Building Inspection, or the Redevelopment Agency. The SFPUC and/or its delegate (SFDPW, Hydraulics Section) will review the permit application and comment on the proposed application and the potential for flooding during wet weather. The SFPUC will receive and return the application within a two-week period from date of

receipt. The permit applicant shall refer to SFPUC requirements for information required for the review of projects in flood-prone areas. Requirements may include provision of a pump station for the sewage flow, raised elevation of entryways, and/or special sidewalk construction and the provision of deep gutters.

As required, the sponsor for the proposed project would coordinate a review with SFPUC in order to determine if the project would result in ground-level flooding during storms and will incorporate any required design measures, as applicable. Therefore, the project would result in less-than-significant impact on wastewater systems.

Flood risk assessment and some flood protection projects are conducted by federal agencies including the Federal Emergency Management Agency (FEMA) and the U.S. Army Corps of Engineers (Corps). The flood management agencies and cities implement the National Flood Insurance Program (NFIP) under the jurisdiction of FEMA and its Flood Insurance Administration. Currently, the City of San Francisco does not participate in the NFIP and no flood maps are published for the City. However, FEMA is preparing Flood Insurance Rate Maps (FIRMs) for the City and County of San Francisco for the first time. FIRMs identify areas that are subject to inundation during a flood having a 1 percent chance of occurrence in a given year (also known as a "base flood" or "100-year flood"). FEMA refers to the flood plain that is at risk from a flood of this magnitude as a special flood hazard area (SFHA).

Because FEMA has not previously published a FIRM for the City and County of San Francisco, there are no identified SFHAs within San Francisco's geographic boundaries. FEMA has completed the initial phases of a study of the San Francisco Bay. On September 21, 2007, FEMA issued a preliminary FIRM of San Francisco for review and comment by the City. The City has submitted comments on the preliminary FIRM to FEMA. FEMA anticipates publishing a revised preliminary FIRM in 2009, after completing the more detailed analysis that Port and City staff requested in 2007. After reviewing comments and appeals related to the revised preliminary FIRM, FEMA will finalize the FIRM and publish it for flood insurance and floodplain management purposes.

FEMA has tentatively identified SFHAs along the City's shoreline in and along the San Francisco Bay consisting of Zone A (in areas subject to inundation by tidal surge) and Zone V (areas of coastal

flooding subject to wave hazards).[33] On June 10, 2008, legislation was introduced at the Board of Supervisors to enact a floodplain management ordinance to govern new construction and substantial improvements in flood prone areas of San Francisco, and to authorize the City's participation in NFIP upon passage of the ordinance. Specifically, the proposed floodplain management ordinance includes a requirement that any new construction or substantial improvement of structures in a designated flood zone must meet the flood damage minimization requirements in the ordinance. The NFIP regulations allow a local jurisdiction to issue variances to its floodplain management ordinance under certain narrow circumstances, without jeopardizing the local jurisdiction's eligibility in the NFIP. However, the particular projects that are granted variances by the local jurisdiction may be deemed ineligible for federally-backed flood insurance by FEMA.

The Department of Public Works will publish flood maps for the City immediately following passage of the proposed floodplain management ordinance by the City.

Due to the nature of the proposed project, no new residential or commercial buildings would be constructed within a 100-year flood zone. Therefore, the project would result in less than significant impacts related to the location of public open space improvements within a 100-year flood zone.

Maps published in 2007 by the Bay Conservation and Development Commission (BCDC) indicate that, with a potential sea level rise of 3 feet—generally accepted as the higher bound of the range of anticipated rise in sea level by 2100 due to global warming—areas of San Francisco along the Bay shoreline could be inundated.[34] As discussed in Section 7, Air Quality, continued emissions of greenhouse gases and the associated increase in global warming can be expected to have serious consequences for San Francisco, the Bay Area, California, and beyond.

j. Seiche, Tsunami, Mudflow. The proposed open space improvements are all located on the San Francisco 20-foot Tsunami Runup Map; however, due to the nature of the proposed project, no significant tsunami hazard exists at the site. A seiche is an oscillation of a water body, such as a bay, which may cause local flooding. A seiche could occur on the San Francisco Bay due to seismic or atmospheric activity. However, based on the historical record, seiches are rare and there is no

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[33] City and County of San Francisco, Office of the City Administrator, National Flood Insurance Program Flood Sheet, http://www.sfgov.org/site/uploadedfiles/risk_management/factsheet.pdf, accessed July 31, 2008

[34] Bay Conservation and Development Commission, "San Francisco Bay Scenarios for Sea Level Rise: San Francisco," 2007. Available on the internet at: http://www.bcdc.ca.gov/index.php?cat=56.

significant seiche hazard at the site. There is no mudslide hazard at the project site. Thus, there would be no project-related significant impact from seiche, tsunami or mudflow hazard.

Cumulative Hydrology Impacts. The proposed project would not have a significant impact on water quality standards, groundwater, drainage, or runoff, and thus, would not contribute considerably to cumulative impacts in these areas. Similarly, the project would not reduce impervious surfaces and therefore would not contribute considerably to any potential cumulative stormwater impacts. Flood and inundation hazards are site-specific; thus, the proposed project would have no cumulatively considerable impacts. The SFPUC, which provides wastewater treatment in the City, has accounted for such growth in its service projections. Thus, the project would not contribute to any cumulatively considerable impacts on hydrology or water quality.

Topics:	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*	*Not Applicable*
15. HAZARDS AND HAZARDOUS MATERIALS Would the project:					
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐	☐
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☒	☐	☐
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	☐	☒
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☐	☒	☐
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☐	☒
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☐	☒
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒	☐

Topics:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Not Applicable
h) Expose people or structures to a significant risk of loss, injury or death involving fires?	☐	☐	☐	☒	☐

The project site is not located within an airport land use plan area or in the vicinity of a public or private airstrip nor is it within one-quarter mile of a school. As such, Topics 15c, 15e, and 15f are not discussed in detail below.

a. Hazardous Materials Use. The Port's proposed open space improvements pose a limited risk of disturbing hazardous materials during construction by demolishing and disposing of structures containing hazardous materials such as creosote; excavating, grading, and/or disposing of soil containing potentially hazardous constituents commonly found in the fill that comprises much of the Port's waterfront, such as metals and petroleum hydrocarbons; and contractors' use of hazardous materials during construction. All of these activities are regulated under existing regulatory agency programs.

Demolition and removal of the existing pile-supported structure at Pier 43 and other dilapidated piles would generate non-hazardous demolition debris, such as wood, asphalt and concrete, and potentially hazardous waste such as creosote-treated wood. The City and County of San Francisco Construction Debris Recycling Ordinance[35] requires recovery, segregation and recycling of non-hazardous demolition debris to the maximum extent feasible while management and disposal of creosote-treated wood waste is regulated by State regulations for hazardous waste (22 CCR, Div. 4.5, Ch. 34).

Excavation, grading and disposal of soil are regulated by Article 22A of the San Francisco Health Code, as well as applicable State hazardous waste regulations with respect to soil disposal. Article 22A requires that construction projects that are located bayward of the historic high tide line and disturb (through excavation and/or grading) more than 50 cubic yards of soil must include soil testing for presence of potentially hazardous constituents, and development of plans to protect worker and public health and safety during construction and ensure appropriate soil management measures based on the

[35] City and County of San Francisco Construction and Demolition Debris Recovery Program Ordinance No. 27-06. This ordinance can be located at http://www.sfenvironment.org/downloads/library/canddinformation.pdf.

finding of the soil characterization. Where soil to be disturbed by construction is found to contain hazardous constituents at concentrations of potential concern, compliance with Article 22A typically includes submittal of a Health and Safety Plan and/or Soil Management Plan to the Department of Public Health. The soil management plan would include many of the same measures that are required by the dust control plan, and would be part of the construction contractors' Environmental Protection Plan (EPP) submittal to the Port.

The Bayfront Park Shoreline, where the Port plans to remove dilapidated structures and improve the existing riprap shoreline, is within the Mission Bay area, which has been subject to extensive environmental investigation and remediation since the late 1990s. Numerous underground fuel pipelines that had historically been used in distribution of petroleum from terminals in the western portion of the Mission Bay area, but had been out of service for decades, formerly extended beneath the Mission Bay area and through the shoreline, including portions of the Bayfront Park Shoreline. The former operators of these pipelines (a consortium of oil companies) removed virtually all of the pipelines (apart from small sections of two lines that could not be fully removed remain and have been sealed with grout and capped), and over-excavated to remove surrounding contaminated soil. However, petroleum- contaminated soil likely remains along the shoreline outside of the areas where contaminated soil was removed in conjunction with pipeline removal. Development within the entire Mission Bay area is governed by a "Risk Management Plan"[36] (Mission Bay RMP), which requires implementation of specified measures to prevent risk of adverse impact to human health or the environment due to residual contamination in soil and groundwater. These measures include dust control, stormwater pollution prevention, erosion control, and compliance with soil management protocols. Projects within the Mission Bay area are also subject to Article 22A of the Health Code, as described above, and are consequently are likely to require development and implementation of a soil management plan. The required measures of the RMP will overlap to a significant extent with other regulatory requirements (i.e. soil management plan, dust control plan) and will be incorporated into the contractors' EPP.

The construction activities proposed to complete the open space improvements would not typically involve the use of hazardous materials, but would include use of diesel-powered equipment and could include use of lubricants, adhesives, or other hazardous materials. On-site use of hazardous materials

[36] "Risk Management Plan, Mission Bay Area, San Francisco, California", Environ Corp., 5/11/99.

during construction would be subject to Best Management Practices (BMP) established as part of the project's Storm Water Pollution Prevention Plan (SWPPP) for projects that trigger applicability of the General Permit for Construction, and/or as part of the contractors EPP submittal to the Port for projects that do not.

Compliance with existing regulatory requirements, permits, and Port contract requirements would ensure that the proposed open space improvement projects do not result in significant effects due to hazardous materials or wastes. Therefore, there would be less-than-significant impacts related to hazardous materials use, with development of the proposed project.

b. and d. Hazardous Materials Sites List. The proposed project is waterfront public open space improvements funded under Proposition A that are located in the Fisherman's Wharf area (Pier 43 Promenade), Mission Bay waterfront (Bayfront Park Shoreline Improvements), the Central Waterfront area (Warm Water Cove Park Improvements & Expansion) and along Islais Creek Channel (Islais Creek Improvements). These locations lie within filled lands formerly comprised of submerged land within the San Francisco Bay and are not included on the Department of Toxic Substances Control list of hazardous material sites in San Francisco. Therefore, there are no potential hazards that would result from current or past uses on the site.

The project site is within the Maher Area which encompasses the area of San Francisco bayward of a historic, pre-1906 Earthquake high tide line. This area of San Francisco was largely created by fill consisting primarily of debris associated with the 1906 Earthquake and Bay reclamation. The project site is subject to Article 22A of the *San Francisco Health Code* (formerly known as the "Maher Ordinance"), which requires preparation of a site history report, and if appropriate, a soil investigation, soil analysis report, site mitigation plan, and certification report. If the presence of hazardous materials is indicated, a site health and safety plan would also be required. The soil analysis report is submitted to the Department of Public Health (DPH). The site mitigation plan is required to be submitted to and approved by the DPH and would also include the planned disposal method for any wastes generated.

g. and h. Fire Safety and Emergency Access. San Francisco ensures fire safety and emergency accessibility within new and existing developments through provisions of its Building and Fire Codes. The project would conform to these standards, which may include development of an emergency procedure manual and an exit drill plan for the proposed open space improvements. Potential fire

hazards (including those associated with hydrant water pressure and blocking of emergency access points) would be addressed during the permit review process. Conformance with these standards would ensure appropriate life safety protections. Consequently, the project would not have a significant impact on fire hazards nor interfere with emergency access plans.

Cumulative Hazards Impacts. Impacts from hazards are generally site-specific, and typically do not result in cumulative impacts. Overall, the project would not contribute to cumulatively considerable significant effects related to hazards and hazardous materials.

Topics:	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*	*Not Applicable*
16. MINERAL AND ENERGY RESOURCES— Would the project:					
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☐	☒
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local *General Plan*, specific plan or other land use plan?	☐	☐	☐	☐	☒
c) Encourage activities which result in the use of large amounts of fuel, water, or energy, or use these in a wasteful manner?	☐	☐	☐	☒	☐

All land in San Francisco, including the project site, is designated Mineral Resource Zone 4 (MRZ-4) by the CDMG under the Surface Mining and Reclamation Act of 1975 (CDMG, Open File Report 96-03 and Special Report 146 Parts I and II). This designation indicates that there is not adequate information available for assignment to any other MRZ and thus the site is not a designated area of significant mineral deposits. There are no operational mineral resource recovery sites in the project vicinity whose operations or accessibility would be affected by the construction or operation of the project.

a. and b. Mineral Resources. No known mineral deposits exist at the project site. Thus, the project would not result in the loss of availability of a locally- or regionally-important mineral resource. The project would not have a significant impact on mineral resources.

c. **Energy.** The proposed project would not have a substantial effect on the use, extraction, or depletion of a natural resource. In addition, the project would not, in and of itself, generate a significant demand for energy and a major expansion of power facilities. For this reason, the project would not cause a wasteful use of energy and would not have a significant effect on natural resources.

Cumulative Mineral and Energy Resources Impacts. As described above, no known minerals exist at the project site, and therefore the project would not contribute to any cumulative impact on mineral resources. San Francisco consumers have recently experienced rising energy costs and uncertainties regarding the supply of electricity. The root causes of these conditions are under investigation and are the subject of much debate. Part of the problem may be that the state does not generate sufficient energy to meet its demand and must import energy from outside sources. Another part of the problem may be the lack of cost controls as a result of deregulation. The CEC is currently considering applications for the development of new power-generating facilities in San Francisco, the Bay Area, and elsewhere in the state. These facilities could supply additional energy to the power supply "grid" within the next few years. These efforts, together with conservation, will be part of the statewide effort to achieve energy sufficiency. The project-generated demand for electricity would be negligible in the context of overall demand within San Francisco and the State, and would not in and of itself require a major expansion of power facilities. Therefore, the energy demand associated with the project would not result in a significant physical environmental effect or contribute to a cumulative impact. Overall, the project would not have cumulatively considerable effects related to mineral and energy resources.

Topics:	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*	*Not Applicable*
17. AGRICULTURE RESOURCES In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. **Would the project:**					
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☐	☒
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☐	☒

Topics:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Not Applicable
c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland of Statewide Importance, to non-agricultural use?	☐	☐	☐	☐	☒

a. – c. Agricultural Use. The project site is located along on the San Francisco Bay shoreline and surrounded by an urbanized area of San Francisco. The California Department of Conservation's Farmland Mapping and Monitoring Program identify the site as "Urban and Built-up Land" (Department of Conservation, 2002). Because the site does not contain agricultural uses and is not zoned for such uses, the proposed project would not convert any prime farmland, unique farmland, or Farmland of Statewide Importance to non-agricultural use, and it would not conflict with existing zoning for agricultural land use or a Williamson Act contract, nor would it involve any changes to the environment that could result in the conversion of farmland.

Cumulative Agriculture Impacts. As described above, the project would not have impacts related to agriculture resources; therefore, the project would not contribute to any cumulative considerable effects on agricultural resources.

Topics:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact	Not Applicable
18. MANDATORY FINDINGS OF SIGNIFICANCE— Would the project:					
a) Have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?	☐	☒	☐	☐	☐
b) Have impacts that would be individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)	☐	☐	☒	☐	☐

Topics:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact	Not Applicable
c) Have environmental effects that would cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☒	☐	☐

a. – c. Potential Impacts. As discussed in the above text, the project is anticipated to have only less-than-significant impacts in the areas discussed. The foregoing analysis indentifies potentially significant impacts to archeological resources, construction noise, and biological resources, which would be mitigated though implementation of Mitigation Measures M-CP-1, M-NO-1, M-BI-1, and M-BI-2 described on p. 28, 43, 64 and 66, respectively. In addition, the project sponsor proposes one improvement measure (I-NO-1) for pile-driving construction which is described on p. 43.

F. DETERMINATION

On the basis of this initial study:

☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☒ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, no further environmental documentation is required.

Bill Wycko
Environmental Review Officer

for

John Rahaim
Director of Planning

DATE October 5, 2009

G. INITIAL STUDY AUTHORS AND PROJECT SPONSOR TEAM

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Exhibit 3: Mitigated Negative Declaration